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JOURNAL



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IMCoS

Journal of the International Map Collectors' Society

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Cover map: A Chart of the Internal Part of Louisiana (detail), by Zebulon Pike, 1810. *Courtesy:* Wesley Brown.

Copy and other material for our next issue (Winter) should be submitted by 15th October 2005. All items for editorial use should be sent to:
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Letter from the Chairman

Dear Readers of the IMCoS Journal,

During the Annual General Meeting on 10 June 2005, I was elected to become the next IMCoS Chairman. After Jenny Harvey announced that she would not stand for re-election, we had a bit of a problem to find adequate volunteer manpower to run the Society. Susan Gole was parachuted in as stand-in for Jenny after 18 December 2004. As such, I am successor to two Chairmen, if you like, and will try to live up to the Membership's expectations.

Both ladies are entitled to our sincere thanks; Jenny for filling the post so well for over seven years, Susan for taking over unexpectedly and adding the workload to her 'regular' chores as Editor of the Journal and doing her international work.

What will be new from now on? Not much really, business as usual, be it that the Queen's English from your chairman will suffer from a Dutch accent in future, with occasional errors in grammar thrown in for good measure! I would like to solicit your indulgence.

Still, we will have to recognise that IMCoS has grown from a mostly local U.K. Society to an international Society with members everywhere, divided roughly as one third U.K., one third Europe (mainly EEC countries) and one third U.S.A. and the rest of the world.

Surprisingly, we have never in the last 25 years got around to adapting our constitution in the light of these changes, nor have all our house-rules for day-to-day operation been documented to facilitate transfer from one Committee member to the next.

Whilst realising that the rules are there to serve the Society and not the other way around, we need to have a look at our constitution and act more in accordance with it. At the same time we need to check whether the transparency required from the enlarged Society is there for all to see and understand.

We will try to improve our efforts to generate more local activities internationally, even if that is easier said than done. We will try to put more information on to the web-site in order to enhance accessibility of the information

What will definitely not change are the goals of the Society: to be a Society of lovers of maps, who hold (their) maps dearly and want to increase and share their knowledge thereof. And do all that in a friendly atmosphere, enjoying our Journal, our International Symposiums and our local activities as applicable.

Yours sincerely,

HANS D. KOK

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From the Editor's Desk

Now that IMCoS is truly 25 years old, and with members spread all across the globe, it is fitting that our new Chairman has been selected from the long list of IMCoS International Representatives. The name of Hans Kok was put forward by the Executive Committee, and he was unanimously elected to the post at the AGM. He is our fifth Chairman, as a glance at the *IMCoS History* can quickly show. He first came to prominence at the International Symposium in Singapore in 1991, when he mangaged to coincide his flight schedule as a pilot with KLM to attend at the last minute, and gave us a most amusing and stimulating talk as 'Captain Cook'. His careeer with KLM now makes it easier for him to attend the committee meetings in London. When Werner Lowenhardt asked to be relieved as International Representative for the Netherlands two years later, Hans was an obvious choice. He was a great help when IMCoS organised its map fairs in London, always ready to lend a hand carrying heavy boxes, manning the IMCoS desk, directing traffic, staying back at the end for the clear-up. He always contributed constructively at the Int. Reps meetings, which led him to devise the series of IMCoS Bulletins giving new collectors advice on how to buy, care for and preserve their maps. In 2002 he organised the International Symposium in Amsterdam, an offer he had made some years before, but was at that time too busy flying to manage it. Then in 2003 he received the IMCoS-Helen Wallis Award for his contribution of outstanding value to map collectors worldwide. He became a Director of IMCoS in early 2004, and has regularly attended committee meetings this year, with helpful input. I am sure that all IMCoS members will join the committee in wishing him well, and looking forward to the start of the next 25 years of IMCoS in his capable hands.

IMCoS lost one of its early members recently. Lord Wardington was well known in the world of books and maps, with his incomparable collection due to go to auction later this year. Last year fire swept through his home near Banbury, but his treasures were saved by the labour of good neighbours. IMCoS members enjoyed a visit to his home in October 1992, where he made us very welcome, and spread his atlases out for our delight. Malcolm Young, IMCoS' first chairman, recalls his help in the early years, with introductions to the British Library and Royal Geographical Society, at a time when IMCoS was little known. Lord Wardington died on 6 July.

One of our Int. Reps has also been in the news lately. Robert Clancy of Australia became a Member in the Order of Australia in the Queen's Birthday Honours List. This is in recogniotion of his research in immunology, especially a vaccine to prevent recurrent bronchitis, and as a curator of maps. The Newcastle *Star* claims he has the 'best map collection in Australia'. IMCoS is lucky to have such a distinguished person in its midst, and perhaps he too has benefitted from his association with IMCoS.

We need more articles from more members, to keep this journal a vibrant and interesting magazine for all our members. I am very grateful to those who do send in material but they are such a small percentage of our whole membership. A comment at last year's Int. Reps meeting was that it contained little of interest to his fellow countrymen. But the journal depends solely on articles from members about their specialised cartographic topics, about exhibitions they have seen, about research they are doing, about maps they like (as on page 48 in this issue), about anything cartographic which interests them. So do please think about sending me something, particularly if you have never sent me anything before. Especially if it relates to a cartographic area that is not often written about.

SUSAN GOLE

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Admiral Nelson, Alexander Dalrymple and the early years of the Hydrographical Office

by Andrew David

Since 2005 is the bicentenary of the Battle of Trafalgar and the death of Britain's greatest naval commander, it seems appropriate to draw attention to what is known about Nelson and hydrography and how Dalrymple responded to the needs of the Royal Navy during the Nelson era.

The first mention of Nelson, with a vague connection with hydrography, is when he took part in a voyage of discovery as a young midshipman. In 1773 the Royal Society proposed to the Admiralty that a voyage should be undertaken to the north of Spitsbergen to ascertain how far it was possible to navigate towards the North Pole. As a result an expedition was mounted under the command of Captain Constantine John Phipps in the *Racehorse*, accompanied by Captain Skeffington Lutwidge in the *Carcass*, in which Nelson was serving as a midshipman. The expedition reached as far as 80½°N, when further progress was blocked by ice. Several important scientific observations were then undertaken, while the opportunity was taken during the voyage to test the performance of two early chronometers, Larcum Kendall's K2 and one by John Arnold. How much of this scientific endeavour the young Nelson took part in is not known. In fact, all that is known about his part in this expedition is his near encounter with a polar bear.

It is likely that Nelson first learnt the importance of good charts during his next commission when he served as a midshipman under Captain George Farmer on a voyage to the East Indies in the frigate *Seahorse*. The master of the *Seahorse* was the very able Mr Surridge, under whom Nelson received an excellent grounding in navigation and perhaps surveying, including learning how to obtain his longitude by observing lunar distances. However, Nelson's first known involvement in hydrographic surveying took place in 1784. In March of that year Nelson was appointed in command of the 28-gun frigate *Boreas* and sailed in her to the West Indies. A few months after his arrival there, the Commander-in-Chief Windward Islands, Admiral Sir Richard Hughes, received orders from the Admiralty to examine a harbour in the Island



Fig. 1. Alexander Dalrymple from the European Magazine.

of St John's, which was said to be capable of containing a fleet of men-of-war during the hurricane season. In spite of the fact that St John's, one of the Virgin Islands, belonged to Denmark, Nelson was ordered to survey it. A copy of his survey, dated November 1784, is held in the UK Hydrographic Office.[1] It is, however, unsigned. The harbour, now known as Hurricane Hole, is situated at the head of Coral Bay at the east end of St John's Island. The area covered by Nelson's survey is reasonably well sounded and depicts 'A Rock where HM Ship *Boreas* Struck'. Admiral Hughes duly forwarded Nelson's survey to the Admiralty, stating that in all rcspects 'it seems to have answered the Description given of it' and pointing out that the island is 'at present in possession of the Danes, and acknowledged to be under their government and Protection.'[2]

There is a second copy of Nelson's survey in The National Archives, titled 'A Survey of the Harbour of



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St Johns taken by his Majestys Ship *Boreas* in November 1784.[3] This copy is, however, signed by Nelso, who recorded the incident in his log:

> AM at 6 Weigh'd & came to sail & Stood for Grand Bay. at 8 got into Hanson's Bay found the ship Strike on a Coral Rock but could not perceive she receivd any damage.[4]

No action was taken to engrave Nelson's survey. In any case the Admiralty was in no position to do so since it was not until twelve years later that Alexander Dalrymple was appointed Hydrographer to the Admiralty. Even then Dalrymple was merely instructed to put the numerous surveys held in the Admiralty into some sort of order. This hardly suited Dalrymple and on 29 March 1800 he reported to the Secretary of the Admiralty that he would soon be able to produce a list of charts and plans in the Hydrographical Office suitable for engraving, adding that 'it would be very expedient to fix up a rolling press in the Admiralty'.[5] A printing press was indeed acquired and in November the very first Admiralty chart was duly published with the title 'Sketch of the Road on the NE Side of the Island Houat in Quiberon Bay by Thomas Moore, Master of HM Ship *Diamond*, 1800'. Why Dalrymple should have chosen to publish this particular sketch is something of a mystery, but not so in the case of the next three Admiralty charts he published.

On 1 August 1798, Nelson destroyed the French fleet under Admiral Comte de Brueys in Aboukir Bay at the Battle of the Nile. Prior to the battle Brueys had commissioned Captain Barré of the frigate *l'Alceste* together with Lieutenant Vidal of *La Courageuse* to survey this important anchorage, probably because the draught of his flagship *l'Orient* was too great to permit him anchoring in the port of Alexandria. These two French frigates, however, took no part in the battle and may have been among the vessels sighted in Alexandria before the battle or may have been further up the coast at the time. But in any event both were part of a small French squadron, bound for Toulon from Jaffa, which were captured about 60 miles south of Toulon on 18 June 1799 by a British squadron commanded by Captain Thomas Markham. Among the captured documents found on board *La Courageuse*, which Markham passed to Dalrymple, were the originals or contemporary copies of Captain Barré's surveys.[6] As the Mediterranean had now become an important theatre of war, Dalrymple promptly published both these surveys on 25 May 1801 as 'Plan of Alexandria from a French MS' and 'Plan of the City of Alexandria . . . to the Tower of Maraboo Surveyed by order of Admiral Bruyes . . .' (Fig. 3). It would be nice to think that it was a copy of the latter plan that was the sketch of the bay taken from a French prize that Nelson was examining with Captain Berry when he was hit on the forehead during the battle by a scrap of iron from an anti-personnel projectile.[7] However, this was not the case. It was, in all probabil-

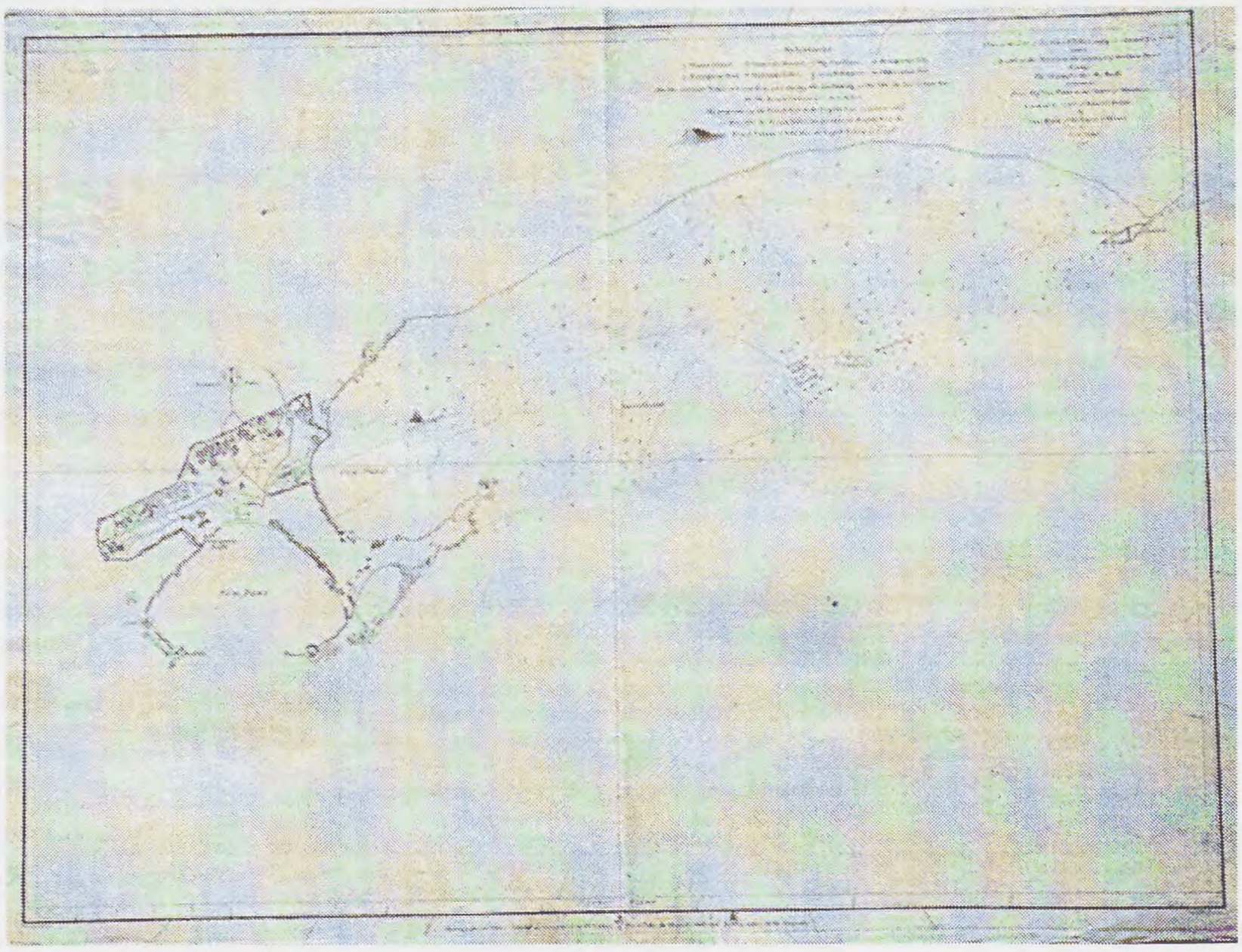


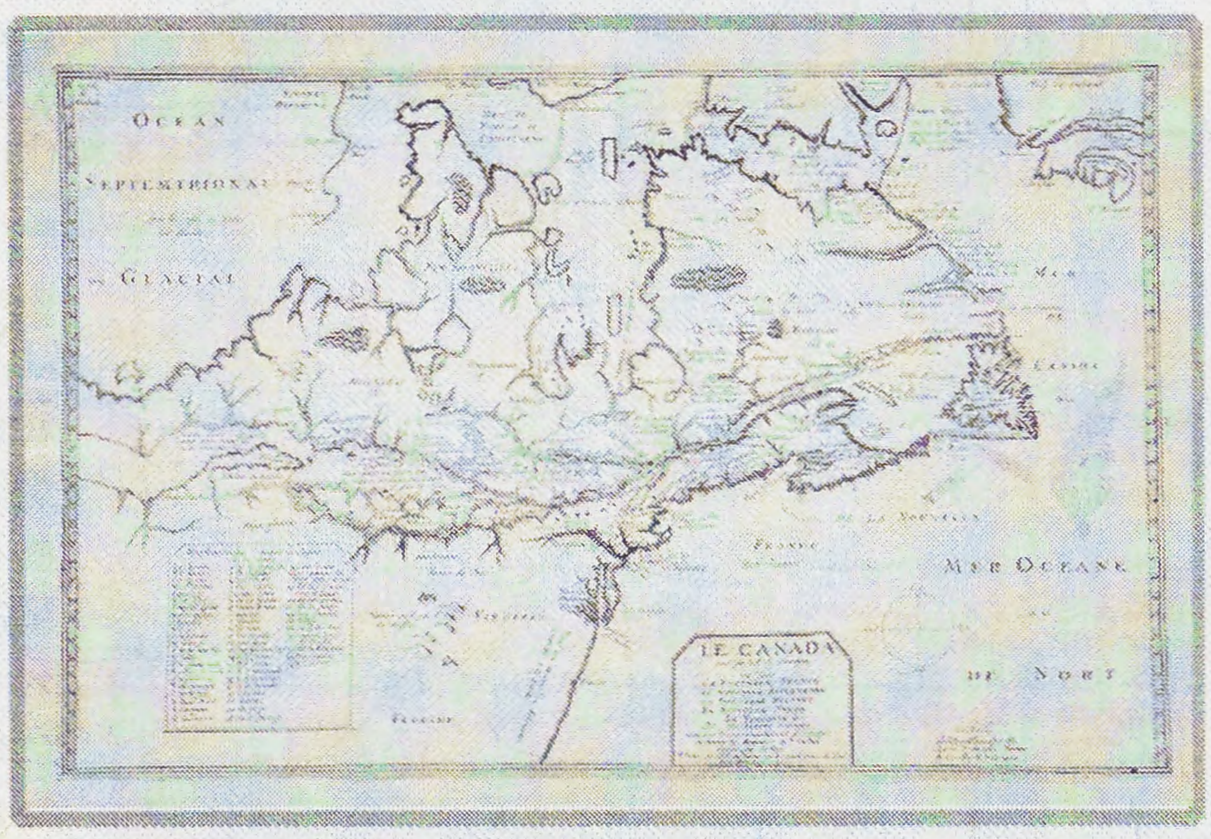
Fig. 2. 'Plan of the City of Alexandria . . . to the Tower of Maraboo Surveyed by order of Admiral Bruyes . . .'

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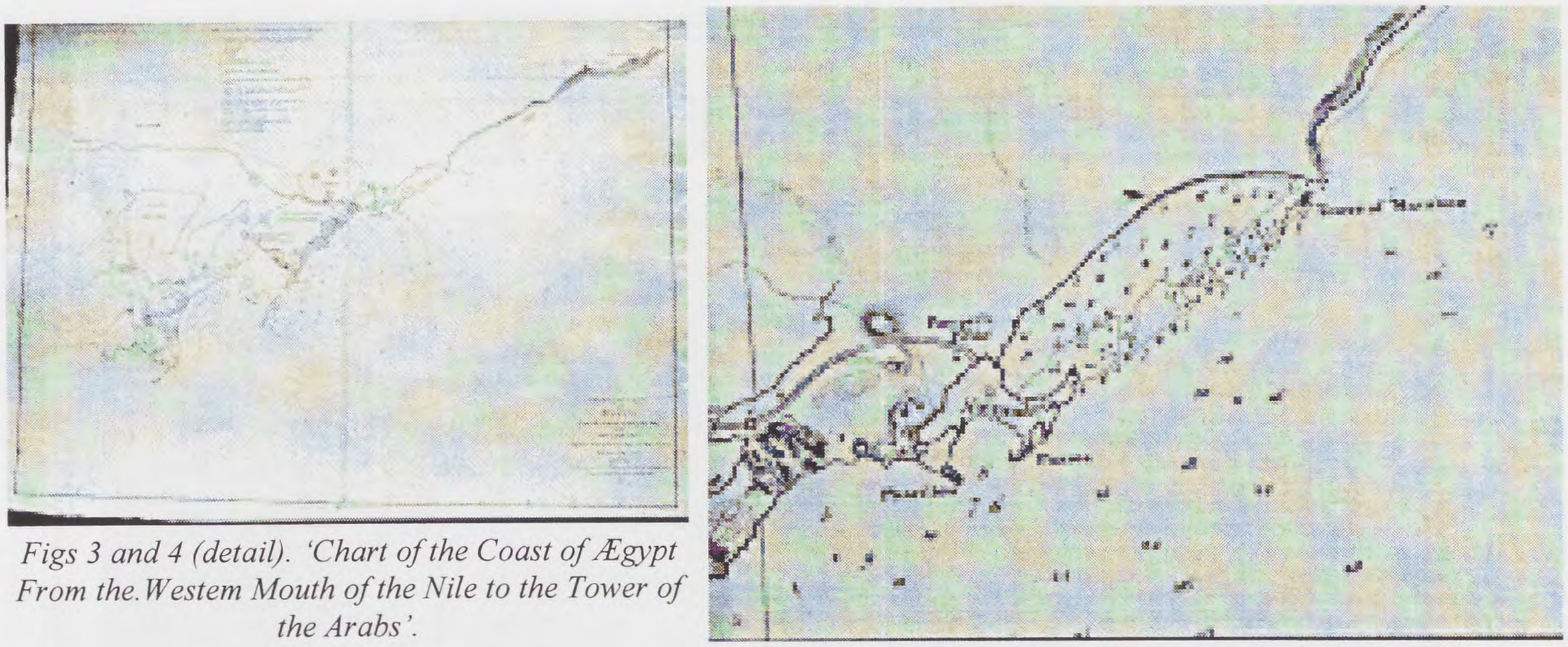
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Samuel de Champlain - Pierre Duval c.1616 - [53].
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Figs 3 and 4 (detail). 'Chart of the Coast of Ægypt From the.Westem Mouth of the Nile to the Tower of the Arabs'.

ity, the plan described by the chaplain of the 74-gun *Swiftsure*:

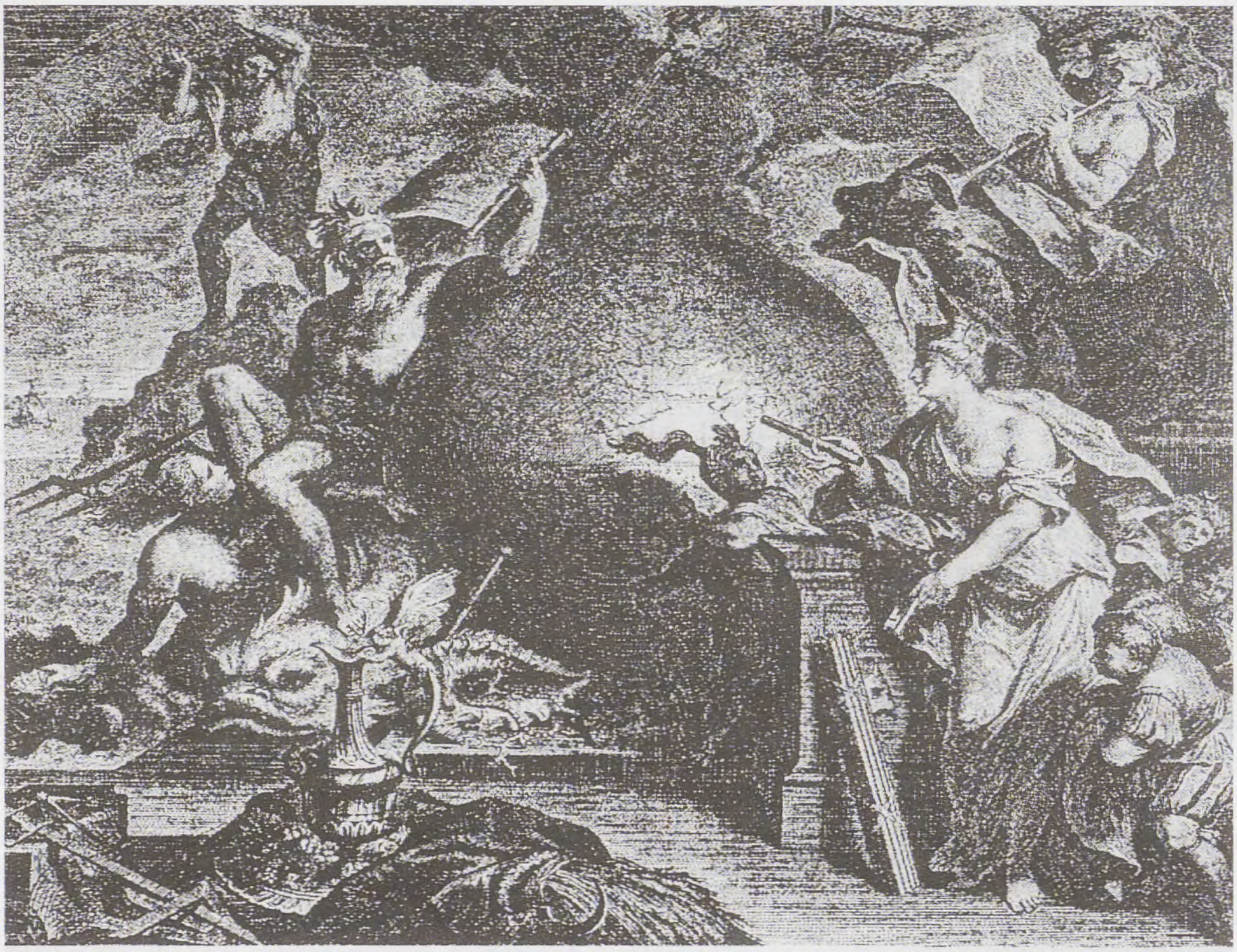
> No one in the fleet had the least knowledge of the bay; nor was any known chart of it existing, except an ill drawn plan found on board the vessel captured on the 29th June, which had been presented to the Admiral, but from that nothing certain could be made out.[8]

On the same day Dalrymple also published a 'Chart of the Coast of Ægypt From the Western Mouth of the Nile to the Tower of the Arabs' (Fig. 3) based on observations by HM Ships in 1798 and 1799, received by Dalrymple from Sir Thomas Troubridge. Detail from this chart shows clearly the site of the Battle of the Nile. Dalrymple himself was no stranger to Egypt, having taken observations for both latitude and longitude at Alexandria, when returning to Britain from India in 1776.

In 1800, worn out after seven years at war, Nelson was recalled to London, travelling overland, via Vienna, reaching London early in November much improved in health. He was then promoted to Vice-Admiral of the Blue and appointed second in command of a fleet that was being assembled for operations in the Baltic under Admiral Hyde Parker. Parker's flagship was the 98-gun *London*, while Nelson's flagship was the 98-gun *St George*. When the decision was taken for Nelson to lead the attack on Copenhagen, Nelson transferred his flag to the 74-gun *Elephant* as the *St George's* draught was too great. During the battle Nelson was ably supported by Captain William Bligh, a competent hydrographic surveyor, although better known now for the mutiny of the *Bounty*. Bligh did not have time to survey the anchorage after the battle, but he did draw an interesting plan of the battle in which the positions of all the ships are shown.[9] Bligh's own ship was the 56-gun converted East Indiaman *Glatton*, which was immediately astern of the *Elephant* during the battle, after which Nelson signalled Bligh to come on board the flagship where he personally thanked him for his support.

Shortly after the battle Admiral Hyde Parker was recalled to London and Nelson took command of the Baltic fleet, transferring his flag back to the *St George*, whose Master was the very able Thomas Atkinson, who carried out a very detailed survey of the Great Belt, which is still held in the UK Hydrographic Office.[10] This survey was subsequently engraved by Dalrymple, probably in 1807, as the only copy of this chart that has survived is a proof copy, without title, which is held in the Admiralty Library Collection in the Royal Naval Library in Portsmouth. Correspondence in The National Archives shows that copies of this chart were taken to the Baltic by Lord Gambier in 1807.[11] It seems likely that this chart was only used on this expedition and the title was never engraved. Admiral Sir Maurice Pole, who took over the command in the Baltic from Nelson, reported to the Admiralty that the Great Belt was much the better passage for big ships entering the Baltic. Their Lordships ordered Pole's report to be sent to Dalrymple, which may have caused him to engrave Atkinson's survey.[12]

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Fig. 5. 'Chart of the Entrance of the West Scheldt Surveyed in 1794, by George Thompson'.

After Copenhagen Nelson took the Baltic Fleet to Revel, today's Tallin on the north coast of Estonia, where the neutral Russian fleet was based at the time. While he was there, Lieutenant Colonel William Stewart of the Rifle Company, who was on board *St George*, produced a chart of the bay, which Nelson sent home to be lodged in the Hydrographical Office, accompanied by his plan for a possible attack. The chart was said to be still there fifty years later, when Nelson's plan was revived for the Crimean War.[13] The present whereabouts of Stewart's chart and Nelson's plan, if they have survived, are not known.

In the early summer of 1801, following his return to England after the Battle of Copenhagen, Nelson was given command of a large squadron of light craft for the defence of the coast of England from Orfordness to Beachy Head against the threat of invasion, which Napoleon was planning at the time. One of these vessels was the newly commissioned 38-gun frigate *Medusa*, commanded by Captain John Gore. On 31 July Nelson hoisted his flag on the *Medusa* and proceeded to Boulogne, which he bombarded. He next considered an attack on Flushing and in consequence St Vincent, the First Lord of the Admiralty, ordered Dalrymple to send Nelson all available information on the port. Dalrymple was able to send Nelson his recently engraved 'Chart of the Entrance of the West Scheldt Surveyed in 1794, by George Thompson' (Fig. 5).[14] When this planned attack was abandoned Nelson next planned to attack Boulogne with fire-ships, which were to be commanded by a Lieutenant Owen, but the plan had to be aborted and Nelson, in his own words, lost the chance 'either to make Owen an Archangel or a post-Captain'.[15] Some years later Owen, better known as William FitzWilliam Owen, was promoted to post Captain and conducted a major survey of the east and part of the west coasts of Africa.

A week after the attack on Boulogne was aborted, Nelson made for Harwich, but the *Medusa* was forced to anchor in the Rolling Grounds off Harwich, weather- bound with an easterly wind. As she had touched bottom once or twice in reaching this anchorage, and no with immediate prospect of regaining the proper channel, her pilot refused take her any further. However, at 8.30 on the morning of 10 August, the Master of the *Medusa*, wrote in his log:

> Rec'd a pilot who took charge of the ship. at 10 unmoor'd weighed the best bower and hove into ½ cable on y^{e} small D°. 11.30 weighed and made Sail over the Ness Flatts.[16]

Although neither the captain's nor the master's log named this pilot it was in fact Graeme Spence the Admiralty surveyor, who was conducting a survey of the Thames Estuary at the time. Spence agreed to pilot the *Medusa* through a minor channel at high water, which he had surveyed. Nelson, who had been out in a cutter since 6 am, explained to Spence

> We have got the *Medusa* into this hole, but cannot get her out again through the proper channel, while this wind remains, and although I have two or three pilots on board, neither they nor the Harwich pilots will take charge of her.I must get to the Nore to-night in her.'[17]

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This Spence undertook to do and as a result this channel, in the southern approaches to Harwich between Stone Banks and Pennyhole Bay, was subsequently named Medusa Channel by Spence, a name which has survived to this day. Medusa Light-buoy, moored two miles ESE of Naze Tower, still marks the southern entrance to this channel.

In one of his nautical memoirs, Spence gave his own account of the naming of Medusa Channel:

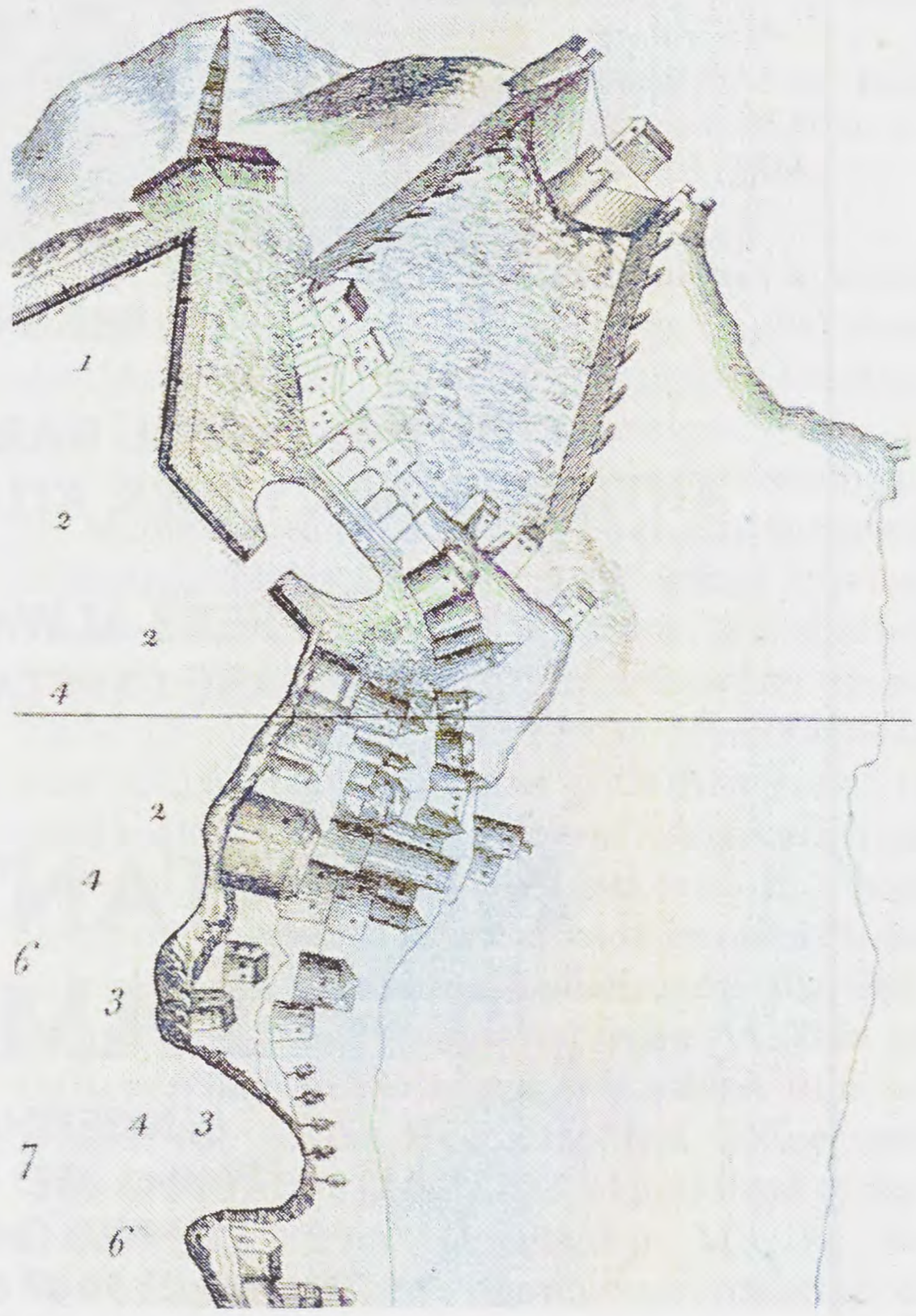
> The Channel leading from the Wallet into the Rolling Ground, between the Stone Bank, and the Ridge on the One Hand, and the Flat from the Shore between Harwich Naze, and Harwich Cliff, on the other (and which necessarily leads over, the South Bar, the Middle Bar, and the North Bar above described) I have call'd the Medusa Channel by Desire of my Lord Viscount Nelson; because I once carried his Lordship safely thro' it, in the *Medusa* Frigate, in a case of urgent Necessity:- the Frigate drew 18½ Feet Water: and was Doubtless the first Vessel of that great draught, that ever sail'd this way, as none above 14 Feet Draught had ever ventured thro' it before; there is at least some Propriety in this New Name.[18]



Fig. 6. Survey Motor Launch Medusa off the South coast of England, 1960. Courtesy of Andrew David.

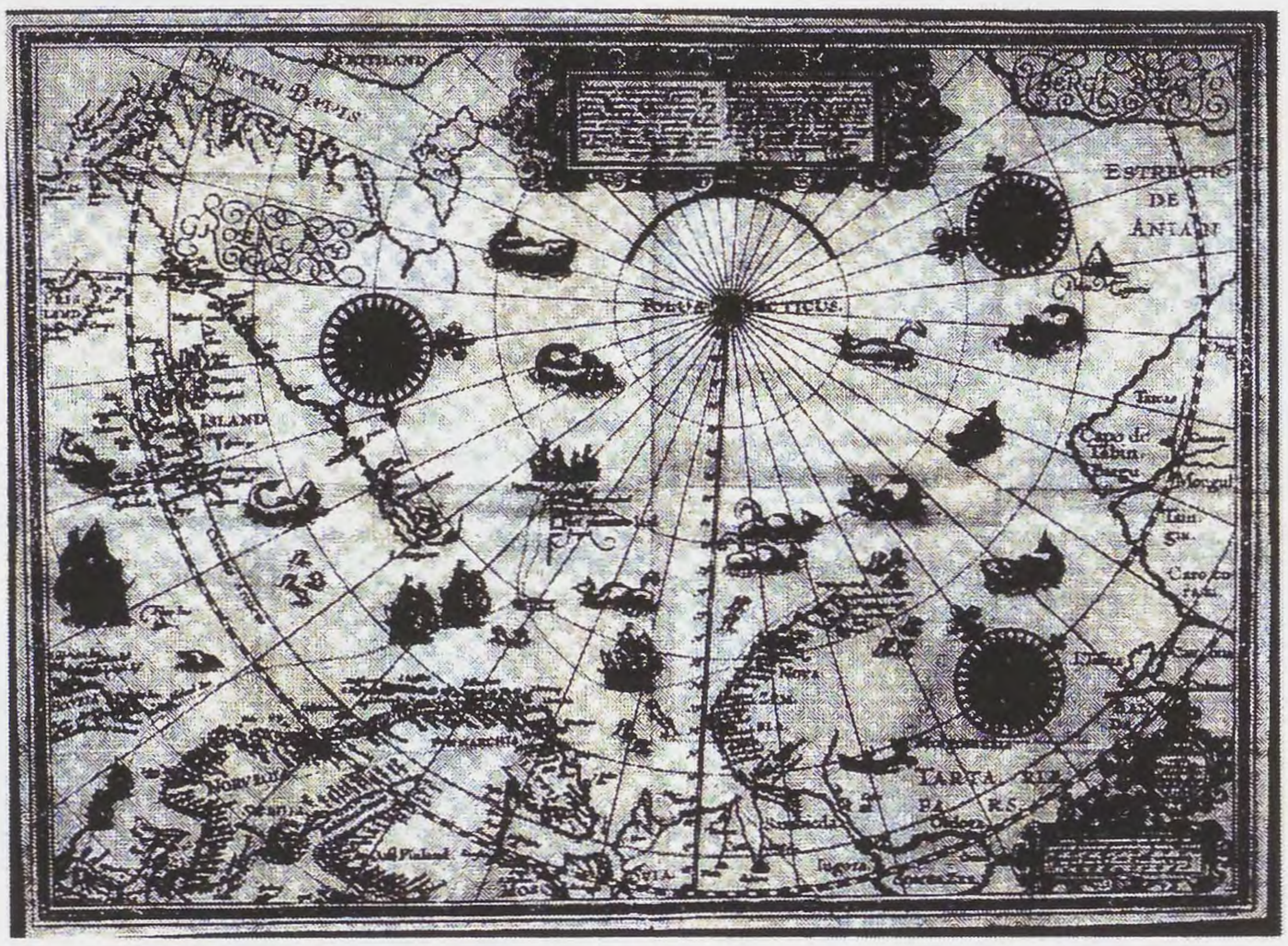
In a letter expressing his high obligation to Spence





Figs 7 and 8 (detail). 'Harbour of Liesina on the Island Liesina in the Adriatic by Robert Nellson Master in the Royal Navy'.

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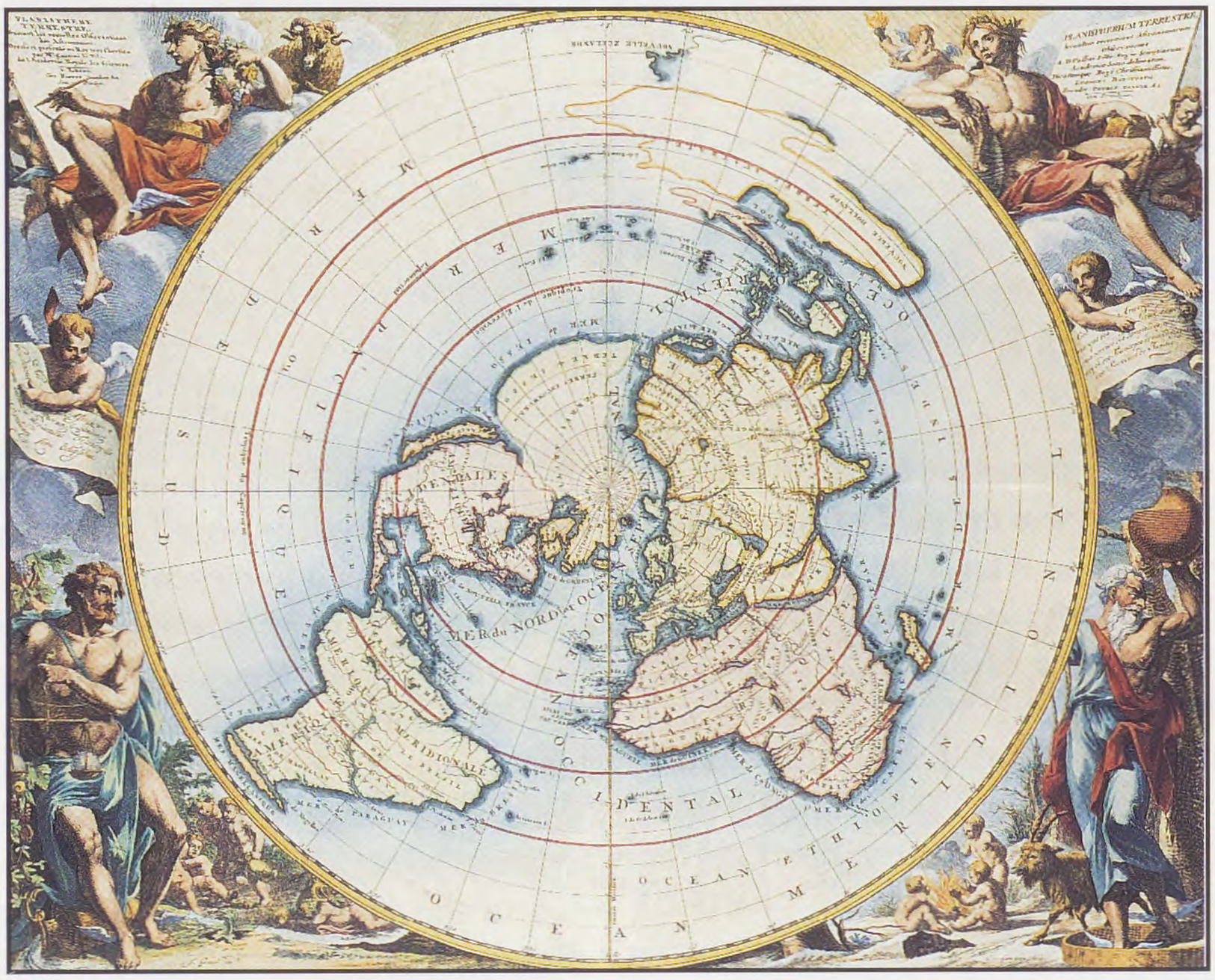
Figs 9 and 10 (detail). 'Plan of the North End of Sardinia and Strait of Bonifacio: From a MS in the Hydrographical Office'.

for this service Nelson promised to befriend him for the future. In 1960 when it was decided to give a name to a survey motor launch in which the author of this article was carrying out surveys off the SW coasts of England and Wales the name *Medusa* was chosen because of this incident (Fig. 6).

In 1803, with renewal of hostilities against France imminent, Nelson was appointed Commander-in- Chief of the Mediterranean Fleet. At the same time Dalrymple began publishing charts of the Mediterranean, where British charts were woefully inadequate. Among the first of these charts were eight plans of minor harbours at the north end of the Adriatic, on or in the vicinity of the Istria Peninsula, based on surveys carried out by Robert Nellson, Master in the Royal Navy. Neither the ship that Robert Nellson was serving in at the time, nor the date that these surveys were carried out are stated, while the original surveys themselves are not held in the UK Hydrographic Office, so one can only speculate why Dalrymple felt it so important to publish these plans, but possibly to enable links to be renewed to Austria through these ports. A century earlier Edmond Halley had been sent to Istria in 1702 by Queen Anne and her ministers to make similar surveys for possible use by an English fleet should one need to be sent there to support the Austrian Empire in the Blenheim campaign.[19]

One of Nelson's major concerns on returning to the Mediterranean was to find a suitably sheltered anchorage for his fleet during the winter months. This had to be close enough to Toulon, to enable his frigates to watch the French fleet in their home port, while the main part of the British Mediterranean fleet could remain at anchor with their crews in good health. At the time of Nelson's departure from Spithead on 20 May 1803, apart from the three charts of the coast of Egypt already mentioned, the only charts of the central Mediterranean that Dalrymple had already engraved were 'A Plan of Ogliaster Bay on the Island of Sardinia from an English MS in the Hydrographical Office' and 'Plan of Part of the E[ast] Coast of the Island of Sardinia, 1789, from an English MS in the Hydrographical Office'. It is unlikely that either of these would have provided Nelson with the anchorage he sought. Fortunately he was already in the possession of a manuscript chart that depicted a

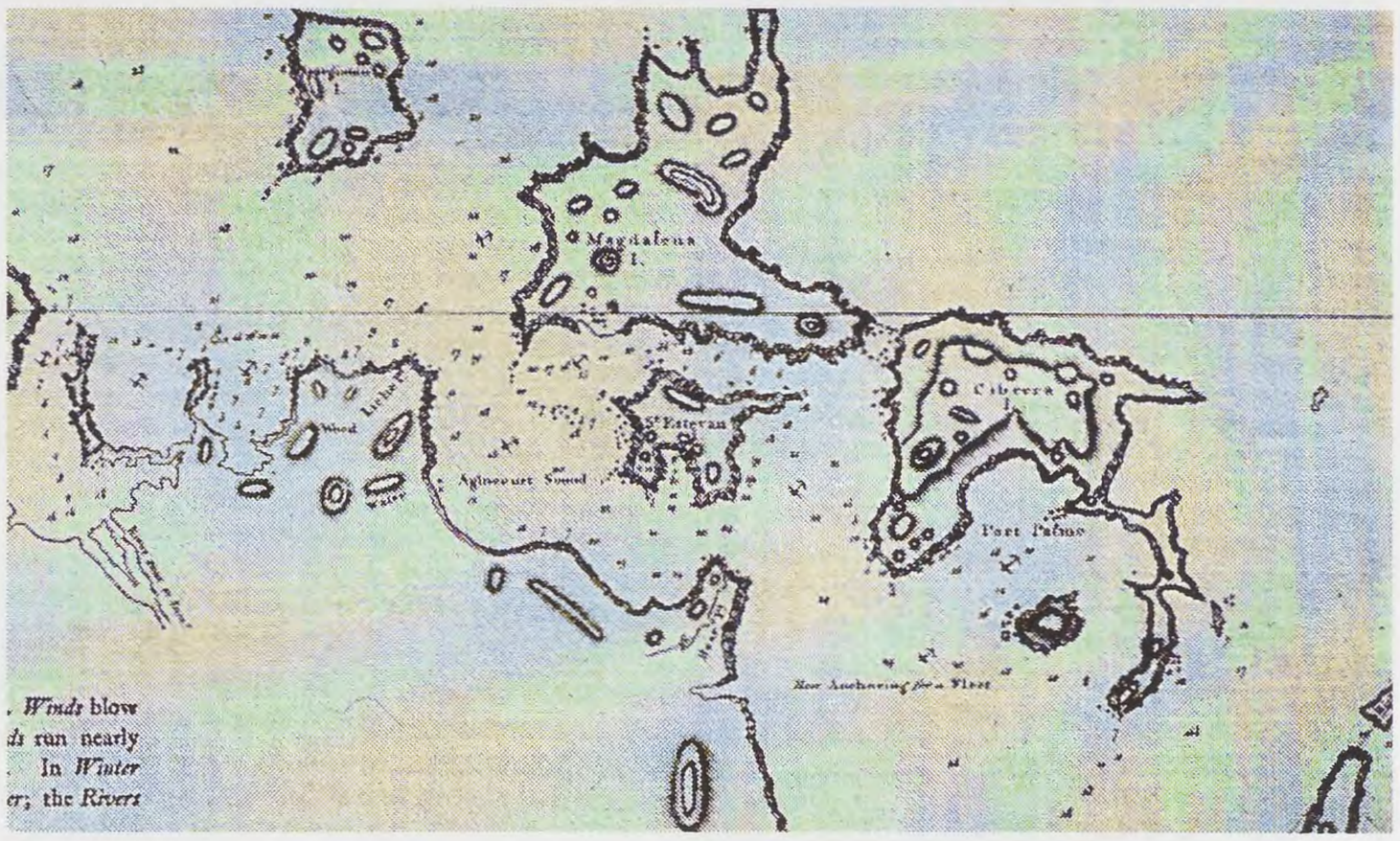
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Pieter van der Aa's spectacular version of Cassini's planisphere, published in Leiden, in *Nouveau Théâtre du Monde ...*, *c.*1713

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Figs 11 and 12. 'Chart of the Islands Magdalen and Barelino, Surveyed Dec[r] 1802 by Geo Frederick Ryves, Captain of HM Ship Agincourt*'.*

suitable anchorage, sheltered by La Maddalena Islands, off the north coast of Sardinia, which had been surveyed in 1802 by Captain George Frederick Ryves in the 64-gun ship *Agincourt*.[20] This officer had been in command of the *Agincourt* in March of the preceding year, when he had been sent with a small detachment of troops to prevent the French seizing these islands. The French made no such attempt, but being a man of resource he had occupied his time in carrying out a survey of this anchorage, which possessed the important advantage of two entrances. Ryves had found just the anchorage that Nelson sought. When entering this anchorage, with his squadron, for the first time on 1 November 1803, Nelson noted in his journal:

> The fleet being absolutely in distress for water, I determined to persevere . . . we worked the *Victory* every foot of the way from Asinara to this anchorage, the wind blowing from Longo Sardo, under double reefed topsails [entering] a beautiful little bay, or rather harbour, hitherto unnamed, and next morning the Governor of Maddalena, coming on board HMS *Victory*, was saluted with nine guns, and Captain Ryves was sent a highly congratulatory note on a most correct chart of 'Agincourt' Sound.[21]

While he was in this anchorage, Nelson's officers carried out a number of surveys in the vicinity, which were almost certainly among the surveys which Dalrymple noted in 1806 that he had received from Nelson's flagship. These were engraved between 1803 and 1805, including 'Plan of the North End of Sardinia and Strait of Bonifacio: From a MS in the Hydrographical Office' (Fig. 9); 'Gulph of Palma surveyed in the line of Soundings marked by Thomas Atkinson, Master and Charles Boyer, Master's Mate of HM Ship *Victory*, 1803'; 'Chart of the Islands Magdalen and Barelino, Surveyed Dec[r] 1802 by Geo Frederick Ryves, Captain of HM Ship *Agincourt*' (Fig. 11), 'A Survey of the Bay of Asinara by Mr W[m] Kirby, Master RN 1802'; and perhaps more significantly, Captain Ryves's detailed survey 'Chart of the Coast of Sardinia From Asinara to Cape Longo-Sardo with the *Victory*'s Track to the Anchorage in the Bay to the Westward of the Cape', consisting of three plans and views on one sheet. The latter chart had been brought up to date as it depicts the anchorages of the *Victory*, *Superb*, *Belle Isle*, *Stately*, *Raven*, *Triumph* and *Kent*.

Nelson probably also forwarded surveys of Cagliara, Golfo di Oblia, Oristano Bay, Elba, Tunis, Lampedusa and 'Chart showing the relative Position of the Esquirques [Skerki Bank] with Cape Bon and I. Maritimo by William Durban'. The later chart was published on 20 September 1805[22] and a proof copy was seen by Nelson, a few days before it was published, on his only recorded visit to the Hydrographical Office, during his final visit to the Admiralty.[23] Dalrymple was not in the Office when Nelson called and in a letter to Nelson dated 31 August 1805 he stated that he had left for Nelson 'a Plan of the Magdalena Islands with some other dangers sent by Admiral Knight.'[24] Dalrymple recalled the visit in a letter to William Marsden, Secretary to the Admiralty, dated 23 December 1806, referring

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Americae Sive Novi Orbis, Nova Descriptio

Third state of this famous map with the revised shape of South America. Other revisions include the addition of the name California, and the Indian name "Wingandekoa" in the Chesapeake Bay region. The Solomon Islands are shown here for the first time since they were discovered in 1568. Latin text on verso with page number 5, most probably from the 1603 edition.

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to the loss of the 64-gun ship *Athenian* on Skerki Bank on 27 October of that year, with considerable loss of life:

> The late Lord Nelson mentioned at the Hydrographical Office, that besides those parts engraved here, another part of the Esqueques had been found, to which his name had been given, but that they were all part of the Esqueques, which name ought to be continued, as new names only tended to produce confusion. He promised to send an Account of its position, but his sudden departure prevented.[25]

Nelson was clearly referring to a sketch survey by Captain Edward Codrington in HMS *Orion*,[26] in which he named a danger on the SE side of Skerki Bank as Nelson's Reef, but this name was never adopted. According to Dalrymple, Nelson felt that it would be very desirable to have the whole Bank accurately determined by close Traverse between Cape Bon & [Cape Maritimo].[27] In view of Nelson's comments and possibly because of doubts on its accuracy raised by the loss of the *Athenian* this chart was withdrawn prior to 1808, but it was not until 1833 that Skerki Bank was accurately surveyed by Commander Edward Belcher in the *Ætna*.

On 12 August 1807 William Faden published 'A Chart of the Atlantic or Western Ocean . . . wherein is delineated the Track of His Majesty's fleet, commanded by the late Viscount Nelson . . . in pursuit of the Combined Fleets of France and Spain 1805. A Course in which in its consequence led to the Glorious Victory of Trafalgar . . . It is copied from His Lordship's original Manuscript, under His Lordship's special directions . . .' The chart carries the legend 'Approved by the Chart Committee of the Admiralty' for use by ships of the Royal Navy. When Faden went out of business c. 1820 some of his copper plates were acquired by the Admiralty and reissued as Admiralty charts, including this chart, which was allocated the chart number 356 in the *Admiralty Chart Catalogue* of 1839, which was engraved on the bottom right of the chart.

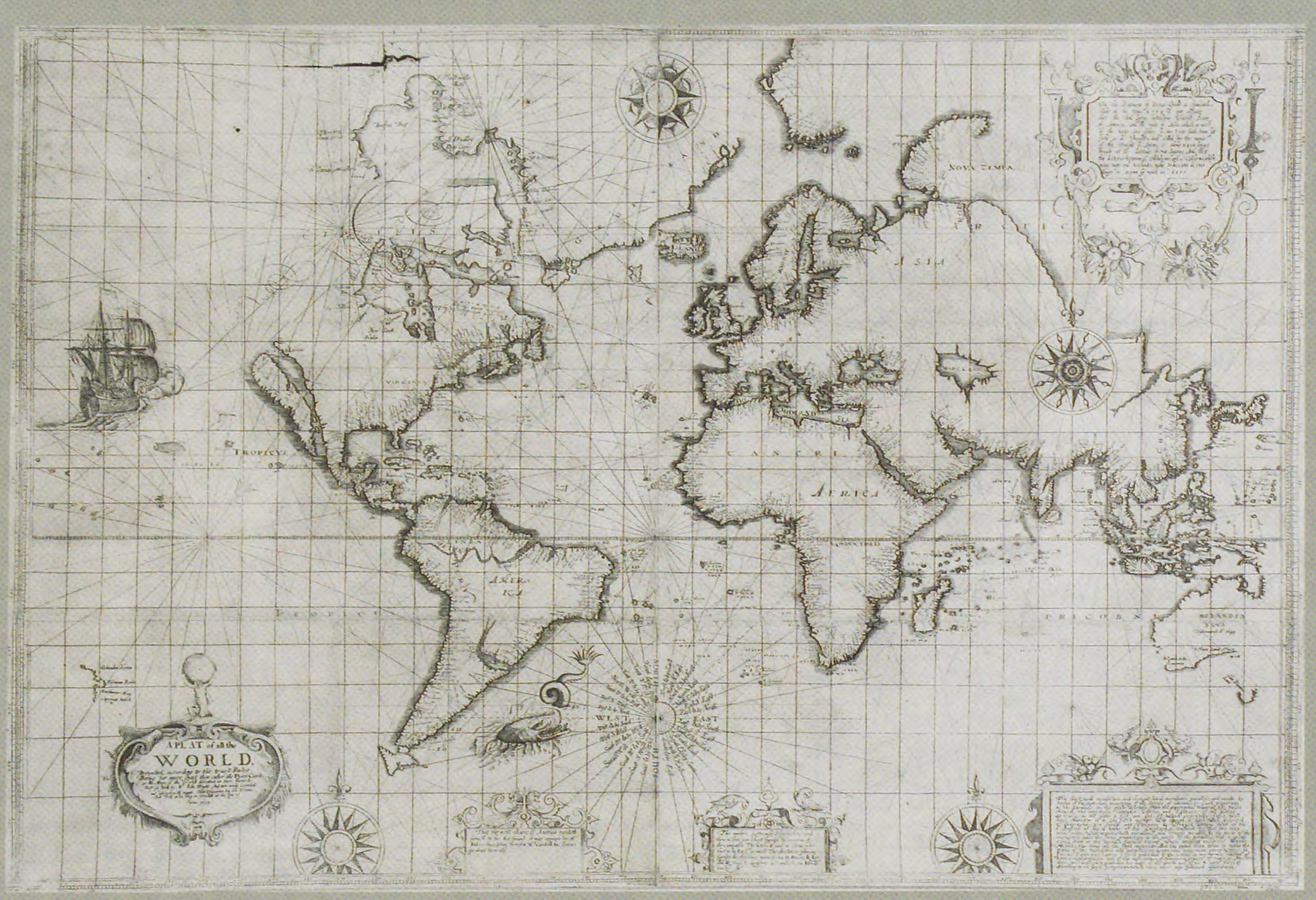
In March 1819 when Captain David Ewen Bartholomew, in the course of his west African survey, called at Santa Cruz in Tenerife, Midshipman Alexander Bridport Becher noticed that two Union Jacks, captured during Nelson's abortive attempt to storm the town, were displayed over the entrance to one of the town's convents, well out of anyone's reach. He also noted that the natives took great pride in pointing out to visitors the gun which had shot off Nelson's arm.[28]

NOTES

1. UK Hydrographic Office [henceforth UKHO], w10 on Ag2.
2. The National Archives [henceforth TNA], Adm 1/312, ff. 434–6.
3. TNA, .MPI 95.
4. TNA, Adm 51/125, part VIII.
5. TNA, Adm 1/3522, Dalrymple to Nepean, letter dated 22 March 1800.
6. The original French survey is held by the National Maritime Museum.
7. Andrew Lambert, *Nelson: Britannia's God of War*, London, 2004, p. 128.
8 The Rev. Cooper Williams, *A Voyage up the Mediterranean in His Majesty's Ship Swiftsure*, London, 1802, p. 44. The French vessel was a merchantman of 144 tons captured and burnt by the *Swiftsure*, during the British fleet's first passage to Egypt, Williams, *Voyage*, pp. 20-21.
9. UKHO, z108.
10. An untitled but detailed survey of Storebælt, with three views; signed Thomas Atkinson, Master of H.M. Ship *St George*; UKHO, C229 on Hm
11. TNA, Adm 1/2522. A memo dated 7 December 1807 contains a list of charts supplied to Admiral Lord Gambier for operations in the Baltic in 1807 and not returned, including 56 copies of Directions for the Great Belt and 59 charts of the Great Belt by Atkinson..
12. TNA, Adm 1/4, Pole to Admiralty, 9 August 1801 and endorsement 10 Sept. 1801.
13. Lambert, p.213.
14. Published 29 July 1801. Dalrymple subsequently published three other charts of the Dutch coast, one of which was a chart of the approaches to the River Scheldt, carried out by Captain William Bligh in October 1803.
15. Lambert, p. 228.
16. TNA, Adm 52/3208.
17. Quoted in Carola Oman, *Nelson,* London, 1947, p. 473, giving as her authority H.N. Nicholas, *Despatches and Letters of Vice*-Admiral Viscount Lord Nelson, 7 vols, London, 1844–6, IV, p. 250 and James Clarke and John M'Arthur, *The Life and Services of Horatio, Viscount Nelson, from his Lordship's manuscripts*, 3 vols, 2nd edition, II, p. 443.
18. Corporation of London, Guildhall Library, MS 30152, Vol. 1, p. 67.
19. Alan Cooke, *Edmond Halley*, Oxford Dictionary of National Biography, Oxford, 2004. See also A.H. Cook, 'Halley in Istria, 1703: Navigator and Military Engineer', *The Journal of Navigation*, Vol. 37, January 1984, No. 1, pp. 1–23.
20. Now held in the UKHO, n56 on Ry.
21. 0man, p.537.
22. The chart of Skerki Bank was accompanied by a single sheet memoir, the only known copy being in TNA, Adm 1/3522.
23. Two proof copies of this chart in different stages are held in the UKHO, n34a and n34b.
24. British Library, Add MS 34930, f. 319.
25. TNA, Adm 1/3522, Dalrymple to Marsden, 23 December 1806. Dalrymple was not in the Hydrographic Office when Nelson called. Writing to Nelson to apologize, Dalrymple stated that he had left for Nelson a plan of the Magdalena Islands, British Library; Add MS 34930, f. 319, Dalrymple to Nelson, 31 August 1805.
26.UKHO, n84 in folio 4.
27. TNA, Adm 1/3522, Dalrymple to Marsden, 23 December 1806.
28. UKHO, OD 513, p.36.

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From up in the Attic to Creechbarrow Down
The Hydrographic Office Home at Last

by Steve Ritchie

In 1795, at the age of fifteen, a scion of a great Edinburgh family, Alexander Dalrymple, was sent out to the Madras Establishment of the British East India Company to be employed as a writer. He rose steadily and as a secret service agent voyaged widely in the company's vessels, eventually commanding two of them, across the eastern oceans and through the archipelagos. He took every opportunity to make sketches and running surveys.

He read any travel literature he could obtain and published his own 'An Historical Collection of the Several Voyages and Discoveries in the South Pacific Ocean - Two volumes 1770–71'.

Back in London in 1779 the East India Company appointed him as their 'Hydrographer' to prepare charts and to have them engraved and printed by John Walker, a London engraver, for the Company's ships.

In 1795, resulting from an Order in Council, the Admiralty appointed Dalrymple as their first 'Hydrographer of the Navy', whilst he was permitted to continue as the Company's Hydrographer.

Dalrymple established himself in his 'Hydrographical Office' within the Admiralty Building, with his first task, as he saw it, to make a study of the many maritime surveys by naval officers and others that lay unused on the Admiralty shelves.

By 1800 the initial task was complete and the Hydrographer was ready to have a printing press installed on the 3rd floor, and for the copper printing plates to be stored in the basement. He appointed John Walker as his salaried Assistant and engaged two engravers and two draughtsmen.

By 1807 Dalrymple had prepared a list of a considerable number of printed charts which he now had the Secretary to the Admiralty's permission to purchase from the chart sellers in the City of London for the use of the Fleet. But Dalrymple also informed the Secretary that his lack of experience of European and American waters made it difficult for him to decide which charts he should purchase for those areas, and suggested that a Chart Committee of naval officers should be set up to advise him. By November a Committee of three Captains had been established, one of whose members, Thomas Hurd, was a sea surveyor of wide experience.



Fig. 1. Alexander Dalrymple, FRS. Hydrographer 1795 to 1808.

It should be borne in mind that during almost the whole of Dalrymple's time as Hydrographer the Royal Navy had been in almost continual combat against the French and Spanish fleets; and it was said that the British ships were suffering greater losses due to a lack of charts than those imposed upon them by the enemy.

Thus when the Committee got to work they went far beyond advising the Hydrographer, proposing a new system of chart supplies to the Fleet. Sets of charts were to be devised for each naval station and supplied to individual ships in standard

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*This paper was prepared by Admiral Ritchie for presentation during the IMCoS visit to the United Kingdom Hydrographic Office, Taunton, on 22 April. Unfortunately he was unable to attend, and the paper was admirably read by the Archivist, Phillip Clayton-Gore.

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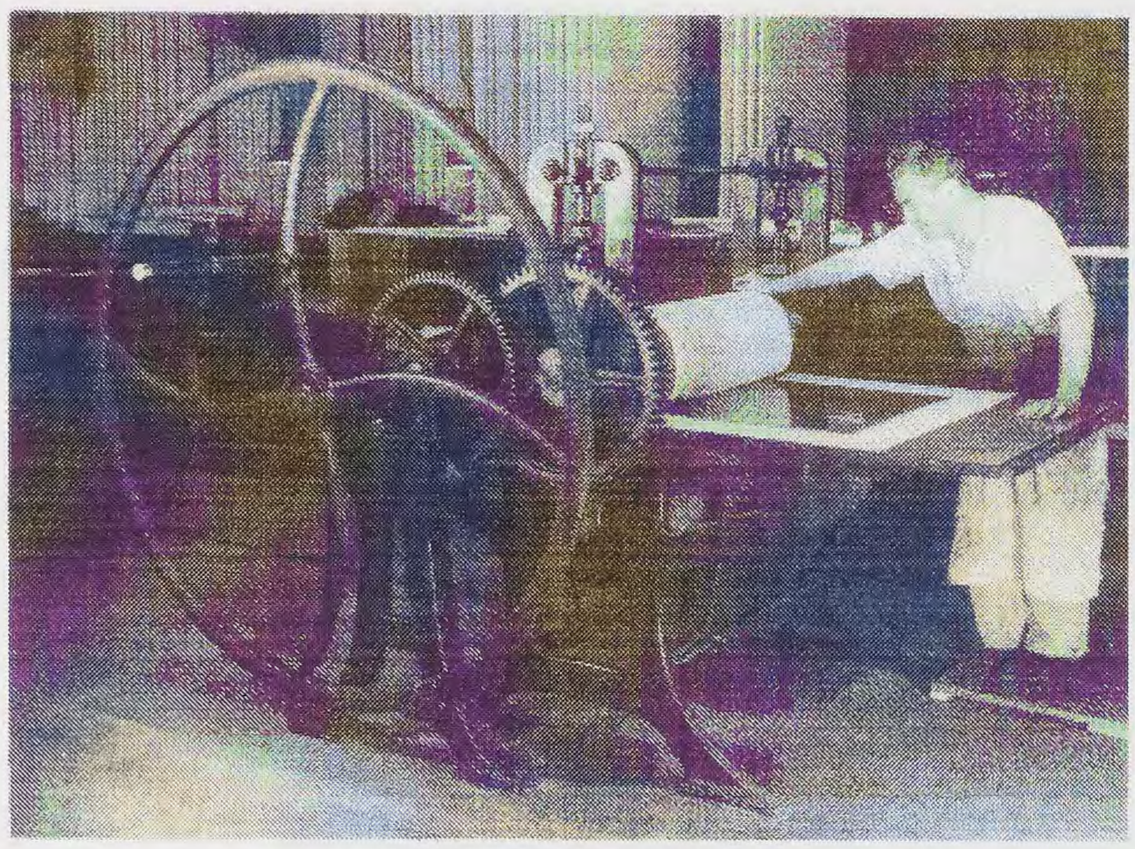


Fig. 2. Jack Cooney operating a copper printing press, c. 1952.

boxes; spare sets were to be maintained in readiness at the naval home ports.

The Secretary to the Admiralty accepting these suggestions believed that an energetic younger man would be required to put the system into operation. The outcome was that Dalrymple, at the age of seventy, was removed from his post and Thomas Hurd appointed in his place. Dalrymple was mortified and died three weeks later.

Hurd began at once to put the chart box system to work; he himself, it is believed was often to be seen at the London stage coach stations checking the loading of chart boxes for Chatham, Portsmouth and Plymouth.

By 1823 Hurd had received permission to sell Admiralty charts to the public and chart agents were appointed in London and Liverpool to supply the merchant marine.

Admiral Beaufort, the fourth Hydrographer took over in 1829 and served for 25 years during which time the annual output of charts increased steadily so that a second printing machine had to be set up at the Admiralty. John Walker died in 1831 to be followed by his third son Michael as Assistant Hydrographer in charge of six draughtsmen. In 1855 the printing of charts in house ceased, the engraving and printing of the charts being taken over by the firm of Malby & Sons of Middle Yard, Great Queen Street.

In 1950 I was fortunate to be in touch with Mr H.E. Johnson who served his apprenticeship under Mr Malby himself at the end of the 19th century. He then worked as an engraver on the top floor at Middle Yard for many years. He described how on the ground floor the printers, sweating and swearing, manned the great wheels of the printing presses; they earned good money when charts were required in a hurry. The printers were heavy drinkers, with boys kept running to the 'George' with long poles studded with nails on which were strung quart pots of beer. Johnson said the heaviest drinkers were the fastest printers, but many died young in consequence.

Admiral Wharton, the Hydrographer at the end of the 19th Century was a frequent visitor to the Malby's factory where he was shocked by the wooden floors and stairs reeking with turpentine, whilst the copper plates lay around everywhere rather than in the safes provided for them. Before Wharton retired in 1904 he had persuaded Malby to build a modern factory for Admiralty charts in Grays Inn Road.

By the end of World War I the firm of Malby was no longer providing a satisfactory service, so Admiral Parry got approval to build an Admiralty Chart Establishment at Cricklewood in north London.

The printing of the charts was still done by taking impressions from copper plates on a flat-bed press, a very slow method, so in 1938 it was decided to adopt rotary offset printing from zinc plates obtained from the coppers. Fortunately the entire Admiralty Chart series had been converted by the outbreak of Word War II.

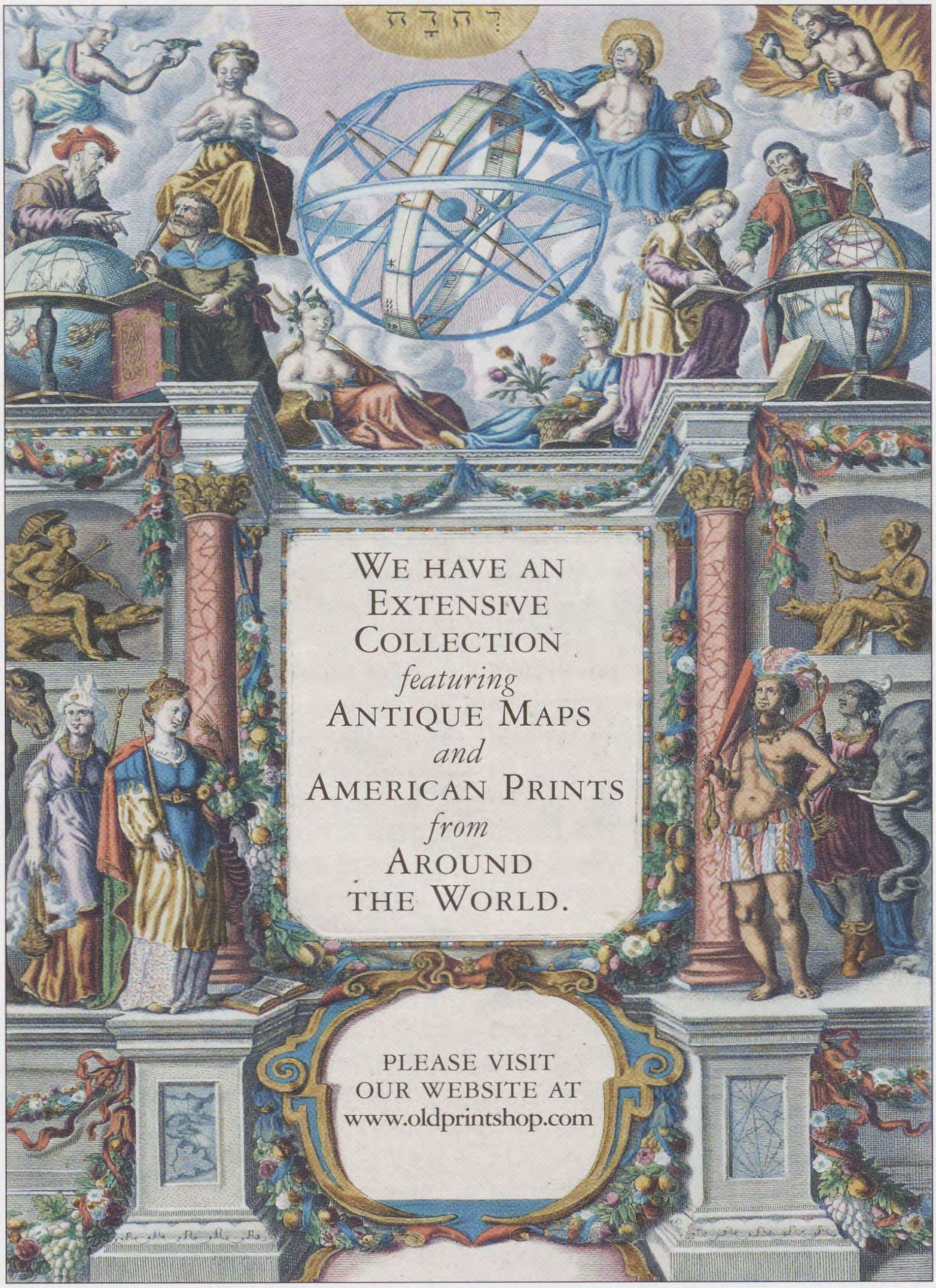
As war clouds gathered in 1938 the Hydrographer, Admiral Edgell, became concerned about the vulnerability of the Admiralty Chart Establishment in North London and sought the advice of the Centralisation Committee then in operation. Many possible locations were suggested to meet the Hydrographer's requirements – a site in Middlesex being abandoned by the Ordnance Survey for Southampton, a factory at Shepton Mallet in Somerset, and other options further north. None satisfied Admiral Edgell's unswerving single-mindedness in his efforts to keep the whole of his department together on one site.

Admiral Edgell and his Chief Civil Assistant, Mr Llewellyn, went on a search themselves and found and purchased 36 acres of agricultural land at

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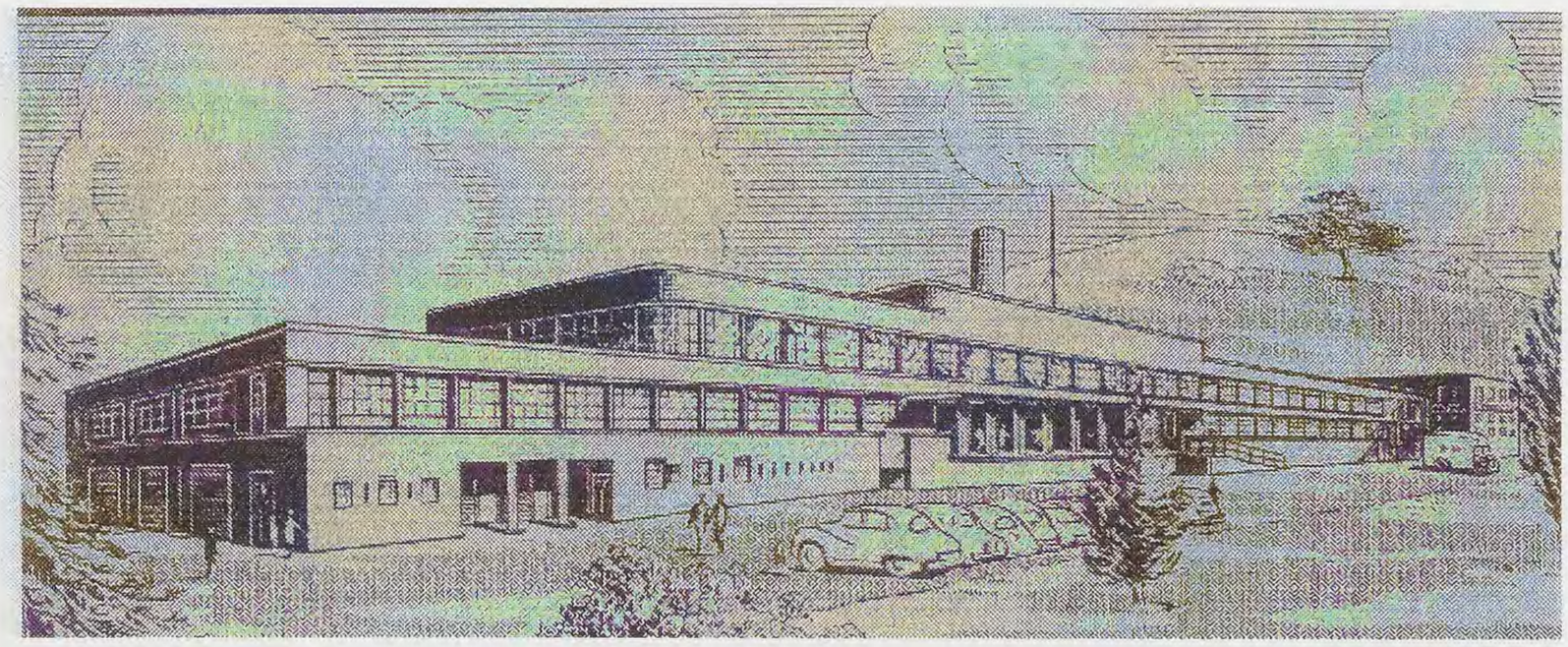


Fig. 3 (left). Vice-Admiral Sir John Edgell, FRS.
Fig. 4 (above). Artist's impression of the Hydrographic Supplies Establishment, Taunton, 1960.

Taunton, which had good road and rail connections to the major naval bases at Portsmouth and Plymouth.

It was the actual printing of charts that would deserve the highest priority in wartime so it was decided to begin planning for a Chart Factory on the Taunton site. Arrangements were made to evacuate all cartographic staff on the outbreak of war from London to Bath. They were eventually accommodated in the Royal School and other buildings there.

However War broke out even before the actual building at Taunton had begun so the offset printing machines were moved from Cricklewood to Exeter as a safety precaution. In 1941 the Taunton Chart Factory was ready and the printing machines were moved there from Exeter. One week later the building from which they had been removed was destroyed during a bombing raid on that city.

The efficacy of the Taunton Factory was proved during the preparations for the invasion of N.W. Europe in 1944 when about 1½ million charts and chart maps, many of them top secret, were required for the British and U.S. Forces involved in operation 'Overlord'.

It had been Admiral Edgell's vision, when buying the land, that the whole of the Hydrographic Office would one day come together at Taunton. However at the War's end the compilation staff and the archives were moved back to Cricklewood, but this time into a three storey building that had been built during the War as a 'Shadow Admiralty'; it was quite unsuited either for drawing offices or for the archives which were stored in the cellars through which ran an open drain subject to flooding.

Even Admiral Wyatt who took over as Hydrographer from Admiral Edgell in May 1945 was banished from the Admiralty to a dreary room on the second floor of the Cricklewood Building with a dismal view of a coal merchant's yard below the windows.

For the next 22 years Britain's chart makers operated from two offices about one hundred and fifty miles apart. Five days a week a man travelled by van to Paddington and on by train to Taunton, returning the same day. He took with him a bulky laundry basket carrying compilation drawings westward and printed proofs eastward. Mistakes always happened at the other end!

In 1962 Admiral Irving as Hydrographer brought this unsatisfactory state of affairs to Lord Carrington,



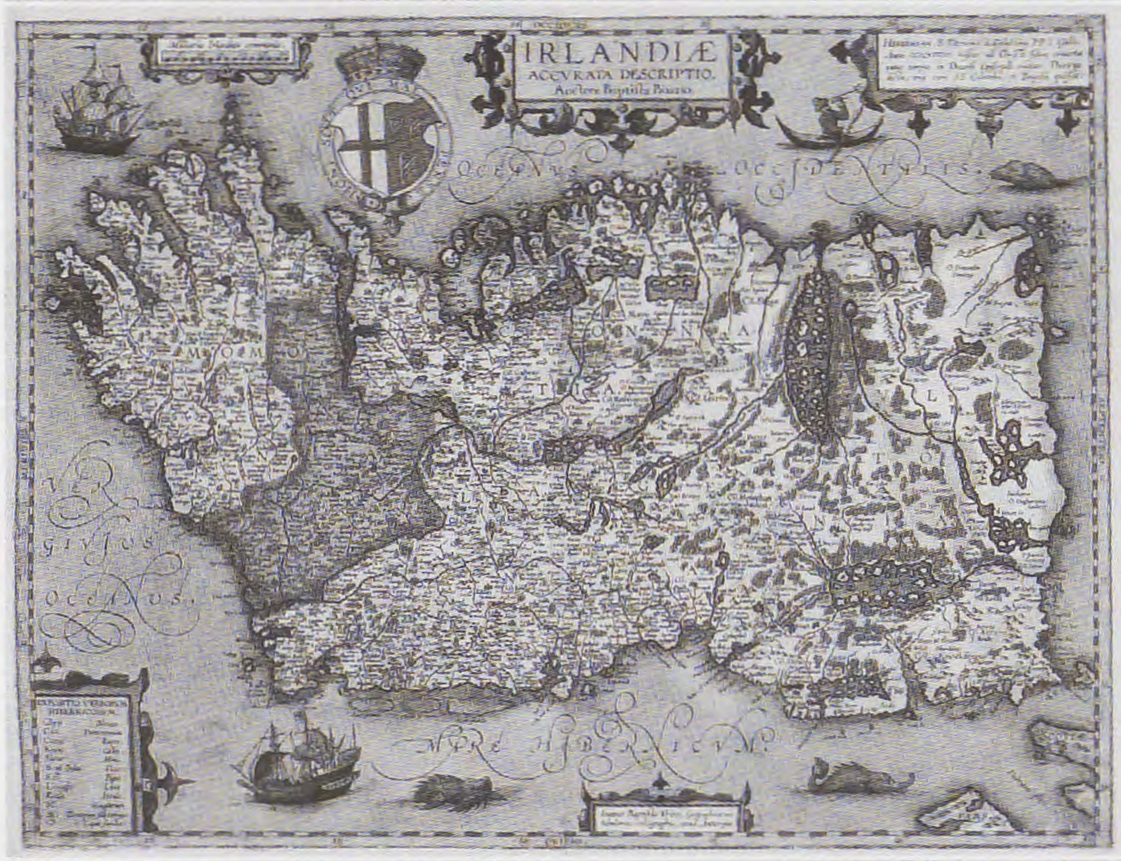
Fig. 5. Rotary Offset machines at Taunton, 1960.

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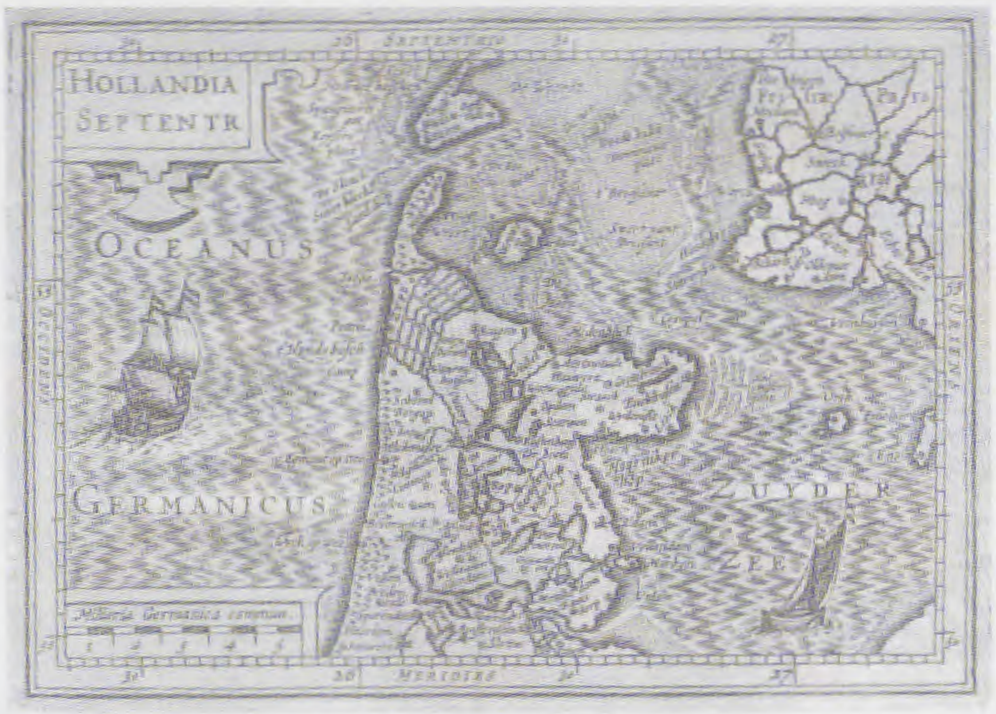
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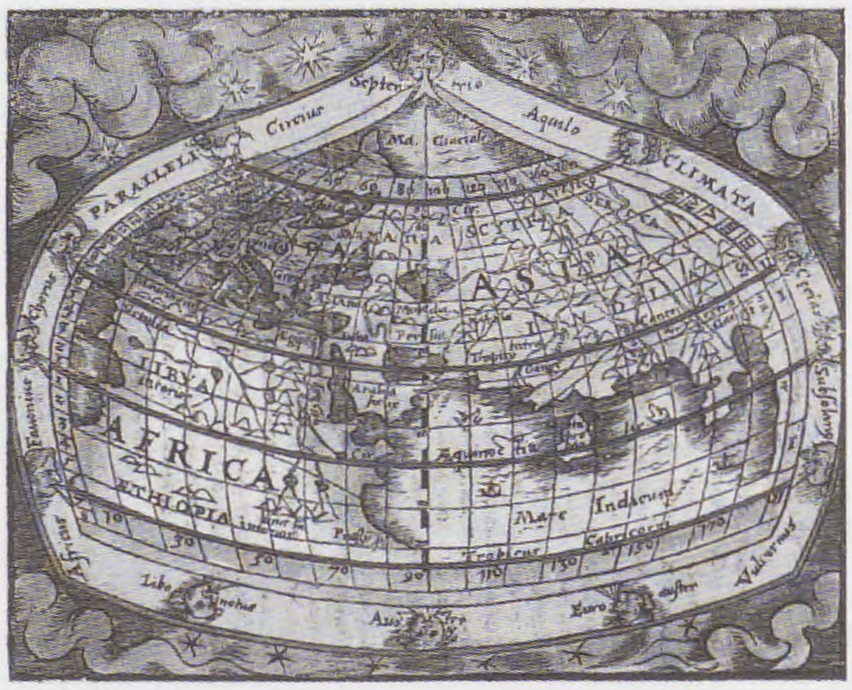
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Fig. 6 (above). Hydrographic Dept., Chart Branch Offices at Cricklewood, 1967.
Fig. 7 (right). The Hydrographer of the Navy's weekly conference at Cricklewood, 1961.

then First Lord of the Admiralty who, after visiting both sites, immediately ordered planning for a new building adjacent to the Chart Factory to be undertaken.

When I became Hydrographer in 1966 the new building at Taunton was well under way and when it was ready for occupation, with five large trucks on the road, all the papers, materials and the archives from Cricklewood were carried to Taunton in three weeks.

Early on during my five years as Hydrographer we decided to modernise the Admiralty Chart by changing its traditional black and white appearance to four colours. To achieve this we had to replace the old offset machines with new Crabtree Sovereign 3 and 4 colour machines. The first two Sovereigns arrived at Taunton in 1967 at a time when we had several different printing unions in the printing factory and before rates of pay for operating precise multi-colour printing machines had been nationally agreed.

This involved us in lengthy discussions with the respective Fathers of the Chapel, sometimes reaching far into the night, whilst the sparkling new machines lay under wraps until agreement was reached.

As we embarked on this major change in the style of the chart Harold Wilson, the Labour Prime Minister, announced that his Government would be encouraging the Country to adopt the metric system in many of the major industries. This gave us the opportunity to comply with one of the earliest Resolutions adopted by the International Hydrographic Bureau in 1922 – that all depths and heights on charts should be shown in metres. To highlight metrication only the four-colour charts would be metricated.

However, there were some sleepless nights to come, for

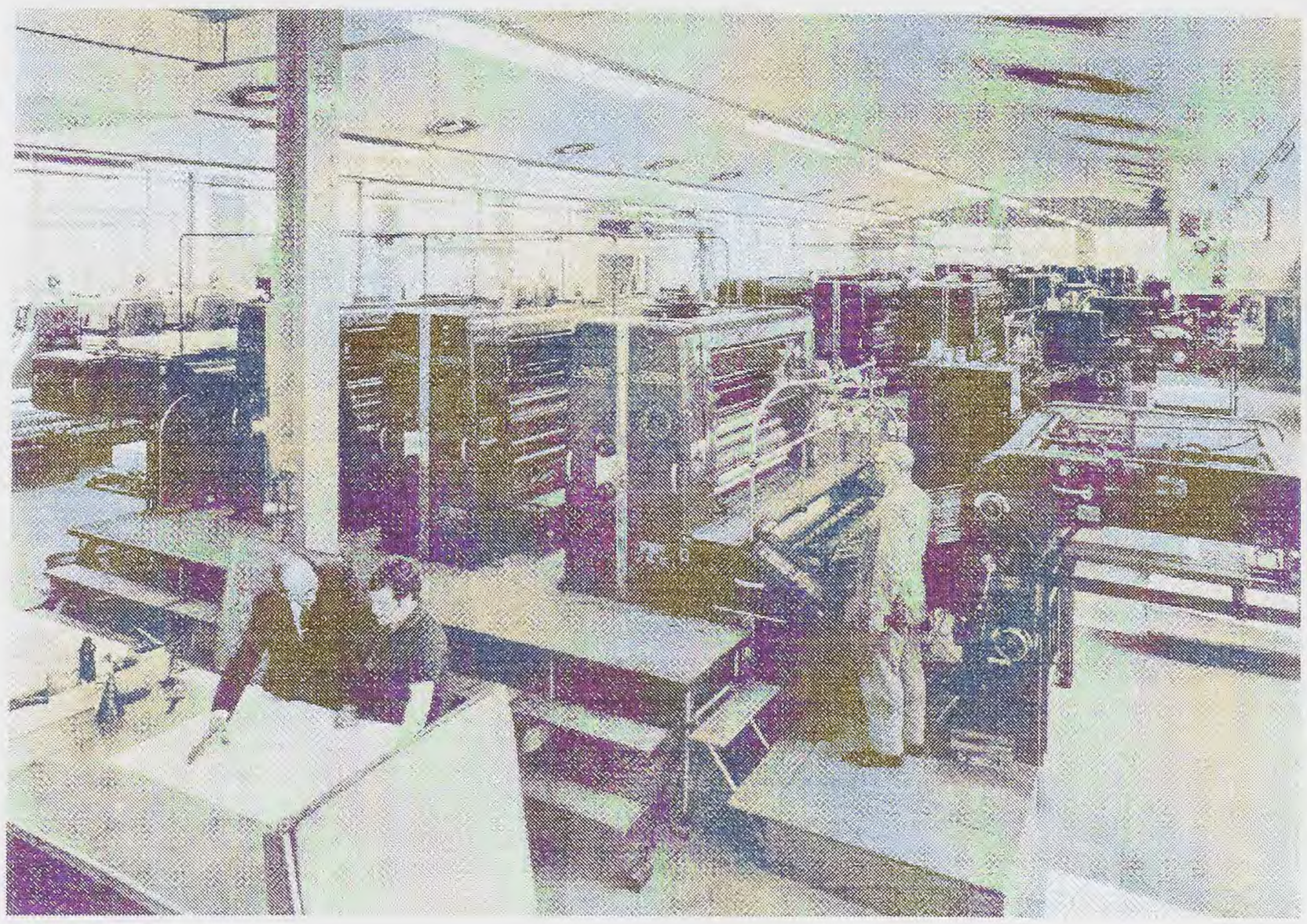


Fig. 8. New 'Crabtree' presses in the printing machine shop.



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Fig. 9. Aerial view of the Hydrographic Office, Taunton, 1990–91.

soon after we were committed to metrication, which could take over thirty years to complete, there was a change in Government with a number of back bench Conservatives vowing to oppose metrication. Happily for us the new Government was soon beset with difficulties imposed upon them by the coal miners and the anti-metrication lobby never got a chance to table their opposition.

In 1970, one hundred and seventy five years after Alexander Dalrymple had established his 'Hydrographical Office' in the Admiralty in London the Hydrographic Office finally settled into its permanent home at Creechbarrow, just as Admiral Edgell had envisaged thirty years earlier.

On the 11th May 1970 to celebrate this final home coming His Royal Highness, The Prince Philip, Duke of Edinburgh flew himself in by helicopter for a three-hour visit during which he met many of the staff and a number of their families. It was a very happy day for all of us.



It is fitting that the main office building at Taunton is named 'Dalrymple' and that the chart printing works built in 1940 is named 'Edgell'.

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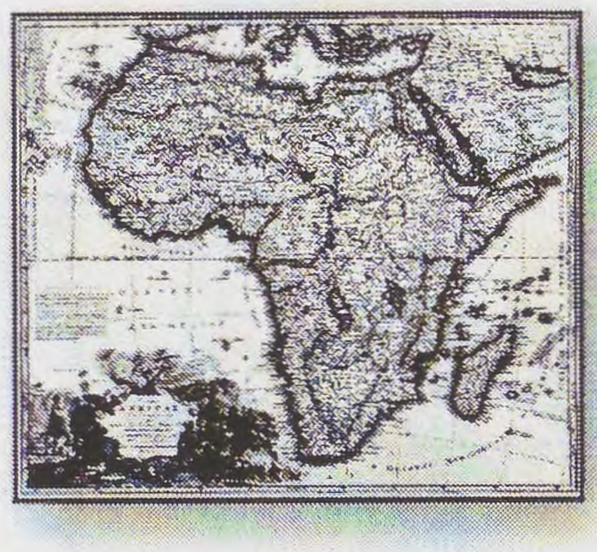
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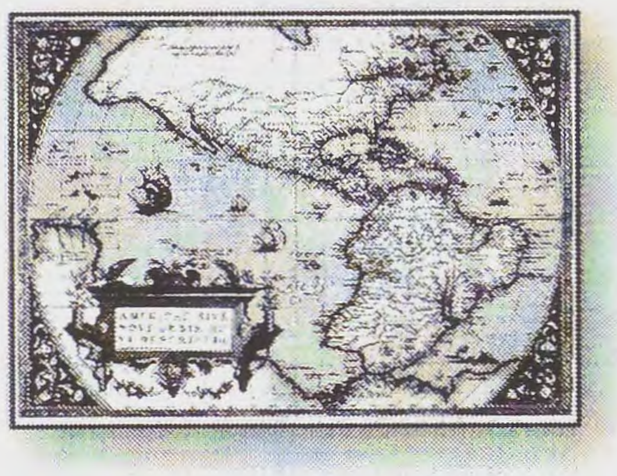
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Fig. 10. Visit of H.R.H. The Duke of Edinburgh in 1970. He is being welcomed by Miss V. Wellesley, M.B.E., Chairman of the Taunton Rural District Council, Councillor W. Gill, Mayor of Taunton, Rear-Admiral G.S. Ritchie, and Lt. Col. C.T. Mitford-Slade, J.P., Lord Lieutenant for Somerset.

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Conquest by Stars
Michelin makes cartographic history

The influence of the military on geography and cartography can be traced back to ancient times. But this certainly does not mean that the general staff considered it beneath their dignity to use maps that had been published by civilians. The following is a case in point.

It is well known how angry Franklin Delano Roosevelt once was when his advisors were unable to find a certain island in the Pacific on US military maps. So on 18 December 1941 he called for National Geographic maps as a basis for taking a decision.

To set the record straight, however, it has to be said that civilian maps are not infrequently based on military surveys. In 1900 the *Guide Michelin*, still popular today, was first published by Compagnie Général des Établissements Michelin, a tyre factory founded in 1830 in Clermont-Ferrand, France.

As a demonstration of how profitable detours can be — after all, tyres need distant destinations — and for exploring the beauties of France by car and bicycle, the traveller needed maps and up-to-date hotel directories — and also, in the early days, information about repairing tubes, where to find filling stations, mechanics and — believe it or not — a 'list of good surgeons'. The little red book contained the laconic prediction: 'This work is published with the new century; it will live as long as the latter.' Michelin has more than kept its word, as the work is still making headlines in the twenty-first century with its awards of the famous Michelin star to the best gourmet temples. The principle, incidentally, was invented by a German, Karl Baedecker (1827–72). In the mid-19th century he began the practice in his travel guides of drawing attention to special sights, and later also to recommended inns, by marking them with a star.

On the initiative of André Michelin (1853–1931) the first edition of 'France en 47 feuilles au 200,000' appeared in 1911, and the Michelin Map of the British Isles (34 sheets) in 1914. Although the topographic basis was drawn from existing maps, it was first necessary to update them. The 'Michelin' continued to increase in size until 1939, and then not until well after the end of the Second World War.

Until 1914 the guide was supplied free of charge to motorists, as a kind of 'driving force': the more it awakened people's desire to travel, the more tyres they bought, and the greater the growth in individual travel, the more people needed assistance in finding their way. It is one of the curious chances of world history in the twentieth century that at the very moment when its culture was at greatest risk from those led astray by the brown 'Führer' (leader), the Guide Michelin was able to put people back on the right track and lead the way to conquering this barbarity. In 1944 the American secret service had a reprint made of the last pre-war edition of the Michelin guide (1939) so that they could issue it to their officers involved in the D-Day invasion — because of the town plans it contained, cartographic material that was not available anywhere else in such complete and compact form. Contemporary witnesses reported that the advancing units were amazingly well informed about the many small towns they captured or passed through at speed. It seems likely that only a small edition of the reprint was published, because today the book is a considerable rarity which fetches at least 1000 euro at auctions. A complete collection of all Michelin Guides to France since 1900 costs around 20,000 euro, and some restaurants proudly exhibit them in their rooms as a demonstration of the standards and traditions to which they are committed.

Any answer to the question of why the American intelligence service and the general staff decided to give the Allied officers this particular book for their task of recapturing occupied France has to take account of not only the cartographic, but also the symbolic aspect — after all, it represented better than anything else the values they were to risk their lives for. On this compact scale, there is no more comprehensive compendium of French culture than the *Guide Michelin*, which lists everything worth seeing and hearing in order of importance, from Caen Cathedral to the Pont du Gard, from the Louvre through the Opéra and the Bibliothéque Nationale to the provincial museum — and above all, those masters of the supreme discipline: the 'chefs de cuisine'.

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IMCoS Visit to the UK Hydrographic Office, Taunton



Photo: Raymond Frostick

On what started out to be a sunny day in Taunton, Somerset around 50 members and friends of IMCOS met in the United Kingdom Hydrographic Office in the morning of the 22 April 2005. The friendliness and organisation by the Hydrographic Office set the atmosphere for an extremely enjoyable day.

After members had the opportunity to greet one another we were ushered into the lecture theatre where a brief introduction was given by Nick Tasker, the Chief Hydrographic Press Officer. He gave an outline of the purpose of the Office emphasising the importance it has had with giving advice around the world on events such as the recent tsunami disaster. The building houses over 25,000 charts with around 800 new ones coming to Taunton each year. The audience were informed that documents were referred to as charts and not maps!

Valerie then briefed members on the outline for the morning and the two lectures that were to follow. The first paper was given by Andrew David to celebrate the bicentenary of the battle of Trafalgar, David being an authority on Nelson. The information given was fascinating especially when we were told by David that we would see some of the original material in the archive room in the afternoon.

The talk was then followed by a paper written by Steve Ritchie who unfortunately couldn't be at Taunton due to illness; however his paper was read by Phillip Clayton-Gore, Archivist at Taunton. The paper entitled 'From up in the Attic to Creechbarrow Hill' relating to Alexander Dalrymple, Hydrographer to the Navy, proved to be informative and provoked several questions and discussion.

A buffet lunch was then held where members and friends were able to discuss the morning's events. The afternoon had three parts including a visit to the conservation room. Tim Gabler, Conservation Officer, explained that his role was to 'conserve' rather than 'preserve' the documents. Examples of the different conservation methods were shown of how the documents looked like as they arrived and then shown in their conserved state. I'm sure many members were wishing they had the resources and knowledge to clean and preserve their own collections. Philip Clayton-Gore took groups around the archive room which members found fascinating looking at many original charts and documents especially relating to the talks in the morning on Nelson and Dalrymple. The third part of the afternoon was led by Nick Webb, Training and Promotion Manager, who took us up to the present day and the construction of modern day charts and the input computers now contributed to navigation charts.

The day finished amidst the West Country mist which didn't distract from a most enjoyable day thanks to the input of the organisers with a special thanks to the Hydographic Office, Taunton.

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MAPS AND SOCIETY

Lectures in the history of cartography convened by Catherine Delano Smith (Institute of Historical Research) and Tony Campbell (formerly Map Library, British Library). Meetings are held on selected Thursdays at The Warburg Institute at 5.00 pm. Admission is free. Meetings are followed by refreshments. All are welcome. Enquiries: +44 (0) 20 8346 5112 (Dr Delano Smith).

FIFTEENTH SERIES: 2005–2006

2005

November 3 **Dr Jacinta Prunty** (Department of Modern History, National University of Ireland, Maynooth / Research Fellow, Irish Research Council for the Humanities and Social Sciences) The Military Imperative for Town Mapping: Galway City, Ireland, 1580s to 1740s.

November 17 **Dr Sonja Brentjes** (Associate Professor, Aga Khan Institute, London) A Contextual Interpretation of the World Map by Iskandar-Sultan (d.1414) in the Topkapi Saray, Istanbul.

2006

January 19 **Dr Alessandro Scafi** (Facoltà di Conservazione dei Beni Culturali, University of Bologna, Italy); **Professor Dan Terkla** (Department of English, Illinois Wesley College, U.S.A.); **Dominic Harbour** (Head of Communications, Hereford Cathedral, Hereford, U.K.) Medieval and Modern: the Hereford Mappa Mundi (*c.*1290) on Display.

MEETING SPONSORED BY THE HAKLUYT SOCIETY

February 16 **Emeritus Professor Bruce Lenman** (Department of History, University of St Andrews) Cartographic Intelligence and the French Navy in the Caribbean, c.1679-1711.

March 9 **Ashley Baynton Williams** (Editor, *Map Forum*) Coaxing the Buyer: Financing and Marketing Broadsheet Maps in 17th and 18th Century Britain.

April 6 **Veronica Della Dora** (Post-doctoral Fellow, Getty Research Institute, Los Angeles, U.S.A.) Mapping Mount Athos: Renaissance and Enlightenment Visions.

The Map in Book History

May 4 **Anne Bush** (University of Hawaii at Manoa / University of Oxford) Inscribing the City: Visual Itineraries in Nineteenth-Century Guidebooks to Rome.

May 25 **Dr Camille Serchuk** (Department of Art History, Southern Connecticut State University, U.S.A) Picturing France in the Fifteenth Century: a New (Old) Map.

This programme has been made possible through the generous sponsorship of The International Map Collectors' Society; Jonathan Potter of Jonathan Potter Ltd., and Laurence Worms of Ash Rare Books. Each lecture is accompanied by a display at the Royal Geographical Society, Kensington, arranged by Francis Herbert, Hon. R.R.G.S.

June weekend in London

For those adding to their collection, or who simply enjoy looking at maps, the Map Fair was the start of the June weekend in London this year. It was held on Friday and Saturday this time, so that dealers and customers could keep their Sunday to themselves. Opening at 12.00 allowed plenty of time for dealers to set up their stands, and this year the floor plan was an improvement, with islands of stands, rather than the more traditional lines. The wide aisles gave the impression that there was no crowding, and most of the dealers appear to have been satisfied with their business over the two days. Certainly there were many IMCoS members who were happy with their purchases. The IMCoS desk again had on sale maps that were donated to the society some time ago, with the aim of providing beginners with an inexpensive way to start their collection. Several bargains were found in the folders, and we hope that this will lead to more young members in the society.

The highlight of the weekend was the Annual Dinner and IMCoS lecture on Friday evening. The location was new to us, courtesy our young Secretary Stephen Williams. You have to be a member to hold a dinner at the East India Club, and Stephen had joined the linked Public Schools Club, which enabled IMCoS to hold the Dinner there. Redolent with history, with maps on the walls and crests of all the regiments which served in Britain's Asian empire up the grand stairway, the setting itself was ideally suited to the occasion. The food was an additional bonus, with many members claiming it was the best IMCoS dinner they had ever eaten. The roast rack of lamb received particular praise.

Before the dinner, however, we were treated to a thought-provoking talk by Dr Catherine Delano Smith. She spoke from notes, not a written text, and despite repeated problems with the projector, kept her composure through difficult moments.

The title of the talk was 'Matchmaking with Maps', and Catherine began with a reference to David Woodward's comment that in the study of early maps, the map as object, the map as image, and the map as text (by which he was implying social/cultural context) are three aspects of equal importance and relevance. She wished to look particularly at the image, that is, the lines on a map, to see what a map can tell us about itself.

Lines, she suggested, come in two categories: micro-lines and macro-lines. Micro-lines shape the map sign, which might be created from a single line that is straight, or looped into a circle, or angled into a square or diamond, or assembled with other short lines to compose a pictorial sign, which could need perhaps as many as several score of micro-lines in the case of an elaborate city sign. Macro-lines, on the other hand, give shape to the subject of the map as a whole. She illustrated the role of the macro-line with a cartoon map of the world from 1963 in which every continent, peninisula, large and small, and island was shaped as the unmistakable nose of the then French president, Charles de Gaulle. As a political cartoon, the map was a brilliant comment on contemporary French foreign policy; as an example of the way macro-lines structure the image of the map, it was not less brilliant — offering a bold, simply-outlined and uncluttered image on which no superfluous matter intruded.

Visual simplicity is an important attribute of a good map. The success of a simple map or a map in diagrammatic style, comes from the author's authority, which in turn is derived from his or her intimate knowledge of the subject. To make her point, Catherine showed how Picasso was able to capture the essence of a camel with just a single line. But, she added, unless the viewer knows what a camel really looks like, Picasso's artistic skill meant nothing; the knowlegable recognise the camel at once, the ignorant would scoff at the idea that any beast could have only one and a half legs. In the first century B.C., the Greek scholar Strabo also appreciated the importance of visual simplicity in both effective and instantaneous graphic communication and also as an aid to memorising a large amount of detail by associating it with an easily memorised shape. In his written texts he described the outlines of countries in terms of familiar geometrical figures (a triangle for Sicily, for instance) or well-known objects (a plane leaf for the Peleponnesus) as a mnemonic. The lesson to be learned is to be prepared to start from a position of respect when we encounter in the history of cartography what have tended to be dismissed as 'crude diagrams' or 'overly simple' sketches not to be taken seriously as maps, and to ask instead: whose is the mind behind these simple outlines, and for whom did that person

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choose to communicate in such a simplified manner? The higher the standing of the author, the simpler may be the map and the more assured the line. For example, when you scribble a map to guide a visitor to your house, it is you who is the more knowledgeable, the one who knows what to put on the diagram, what to omit, what to show as a straight line, what must be curved…

These remarks led to a consideration of the circumstances when simplification is appropriate and to what different types of map image can reveal about the intended recipient or map user. First we were presented with the by now well-known map of the London Underground. As a diagrammatic map it scores highly on every count: content is minimal, the number of lines is minimal, the lines are predominantly straight (and here limited to three directions, vertical, horizontal, and diagonal), and content is restricted to what is strictly necessary for the purpose of the map (which station to use for which tube line). To make the map equally legible all over, the central area, where the network is most dense, is enlarged, while outlying areas, where there are fewer stations, occupy less space.

The result is a map for the job that functions perfectly. The second example we saw appeared to be a few lines scratched on the back of a scrap of paper. Long neglected in the Greenwich Maritime Museum, this scribble has now, as a result of diligent research, been recognised as a summary note of Nelson's for the battle of Trafalgar, a discovery now possible only through a detailed knowledge from other documents of how the battle was actually fought. Nelson must have been explaining to his senior officers what he had in mind for the battle, jotting down on paper excitedly (his pen pierced the paper in two places where the British lines were to break the enemy lines) his ideas, or instructions to those privy to them. It is hardly surprising that the scribble meant nothing to anybody else; the sketch map was not made for the eyes of any one not present at that highly secret briefing. Effective diagrammatic maps, we are reminded, are highly specific (as to whom they are addressed to), selective (in what is shown), and simple (in the styling and content of the image). They may look, or even, be, roughly drawn, but their macro-lines represent a set of carefully thought-out generalisations.

At the other end of the visual spectrum is the general map, the exact opposite of the diagrammatic map. A general map (the sort of topographical map with which we are all more than familiar) is not made for an exclusive user. On the contrary, it tends to show almost every landscape feature that can possibly be squeezed onto the sheet in the commercially-driven hope that somebody, somewhere will find something of interest in the map. The overall visual effect is, not surprisingly, far from visually simple. As an example, Catherine showed a detail from Phillip Apian's 24-sheet map of Bavaria of 1568, an extraordinary map packed with topographical (and historical) detail. Through the expansion of printing, literacy, and education to a high level for all, these are maps for Everyman, the kind of map the vast majority of people today tend to think of when they hear the word 'map'. Represented on Apian's map are about 40 different categories of information, an unusually large range for the period. This developed over the years to the 1148 objects counted by George Wheeler on English topographical maps in 1885. In recent years the content of Ordnance Survey maps seems to have been reduced, perhaps due to financial constraints. Even so, think how many micro-lines are involved in delineating the map signs for all these features.

These two types of maps, diagrammatic and general (out of many others that might have been selected) remind us of an unsurprising (but often overlooked) aspect, that each map is made *for* someone. Traditionally the history of cartography has concerned itself more with the map producer. The dramatic increase in the number and variety of maps from the last decades of the 15th century onwards can in large measure be ascribed to social and cultural changes (expansion of education, phenomenal increase in printed material of every sort, and growth of the lay reading and map user groups).

Since the Middle Ages the relationship between learning, education and professional training has shifted, with concomittant changes in map readership. Matchmaking, Catherine remarked, is about compatibility. A map made for a medieval scholarly theologian would have little appeal for the new kind of Bible reader that was being encouraged by the Protestant Reformation to 'read for themselves', and for whom a different visual style was adopted for the same map. Likewise, the learned audience who we were shown listening to a geology lecture in the University of Ox-

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ford in 1823 would not necessarily be interested in the same map as a anyone in the motley crowd who were clustered outside a print shop in 1790.

Maps, we should remember, are always made *for somebody* (even if that somebody is one's self) and the lines on the map — both micro- and macro- — are in every case drawn to enhance communication appropriately. To understand each map successfully, we should also understand the intended user.

After the talk, which had taken longer than expected because of the projector problems, we went straight down to the ground floor for Dinner, in what is called the 'Luncheon' room. As coffee was being served, Tony Campbell (on behalf of the Selection Committee) got up to read the citation for the winner of the IMCoS-Helen Wallis Award for 2005.

'IMCoS rightly expects everyone, and especially an award winner, to be single-minded about maps. I must therefore start with an apologia (and in what follows "he" of course could mean "she"). I fear that today's winner was distracted enough to produce something called the "Elementymology and Elements Multidict", providing "etymological research on the names of the chemical elements, to find where the discoverer of a new element announced his find and explained the naming". He has also tracked down monuments to Columbus and Leif Eriksson, and done much work on the history of his family and birth-place. But, as I shall show, he is a map collector (even if of unexpected things).

'Why many of you will know of our winner [and I will not be able to disguise his identity for long] is because of his major contributions to the study of early maps, in print and via the web. He seems to have limitless energy, and certainly total devotion to the subject of early maps — as his books and numerous articles demonstrate.

'He is a notable champion of the web. Several websites are needed to cover his own activities and he acts as webmaster for various map organisations. These include managing the European entries for William Barrow's online register of map societies around the world
<http://web.ulib.csuohio.edu/SpecColl/maps/MapSoc/>
Before you travel abroad, check out John Docktor's online calendar
<http://home.eaithlink.net/~docktor/index.htm>
in case there is a meeting you could attend. You would be most welcome.

'Our winner is responsible for MapHist, the Internet discussion list for all matters relating to early maps. If you would like to learn more about the wider map world, sign up [it's free!]. One of his innovations is to include illustrations on the accompanying website. Some of those are of maps sent in for identification.

'His first love, and the subject of much of his scholarly publication, relates to early globes — specially Dutch ones. He did his doctorate in Utrecht with Prof. Günter Schilder, a member of the IMCOS Council and a previous winner of this award. When Günter retired recently, our winner succeeded him as head of the extraordinary Explokart programme at Utrecht University — set up by Günter some years ago. This trains up enthusiastic volunteers to produce high-quality bibliographical work. It also nurtures major scholarship from its staff.

'He has stated that his main research interest is in Dutch commercial cartography. There is nothing going on at present much larger than the expanded revision of the standard work on Dutch maps, Koeman's *Atlantes Neerlandici*. This is a truly 'monumental' work. Well, by this stage, I am sure you will all know who I am talking about. His name is Peter van der Krogt.

'If you are a collector — and most of you must be or the Trade Descriptions Act should be invoked — you presumably own Dutch maps. If you want to know what you've got you HAVE to consult Koeman/van der Krogt. It is as simple as that. He has already published three out of the ten volumes, covering, respectively, Mercator-Hondius-Janssonius, Blaeu and Ortelius. Thumbnail images are given for every map. A work of that kind is straightforward. You just write to 1,500 libraries, get details relating to 10,000 copies of Dutch atlases in 750 libraries, and then work your way carefully through each of them.

'Peter has won awards before, notably the Sir George Fordham Award for Cartobibliography at the Royal Geographical Society. He is also in contention for the highly prestigious $10,000 Bibliographical Prize, offered every four years by the International League of Antiquarian Booksellers. Incidentally, Rodney Shirley's *Maps in the Atlases of the British Library c. 850-1800* is also on the shortlist

'Peter is a very sociable person. Like last year's winner, David Webb, he always has a camera in hand



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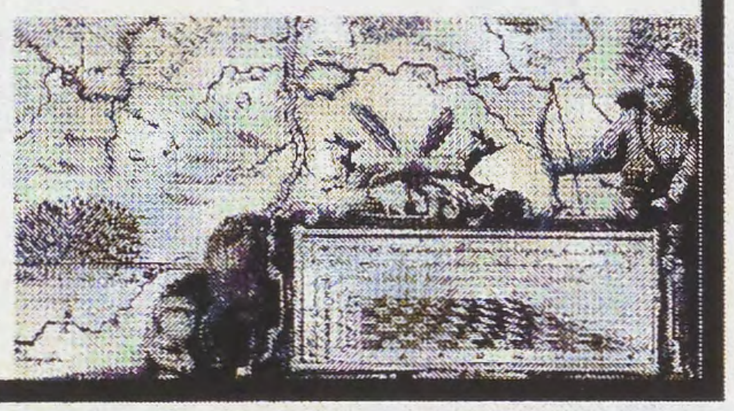
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at map gatherings. If you attend an International Conference on the History of Cartography, the best route to immortality is to stand in front of him. Next thing you'll be on the ICHC website. Helen Wallis (after whom this prize is named), was of course the great paparazza of her age. For that, and for many other reasons, she would certainly have approved our choice.

'As I mentioned earlier, Peter is a fellow map collector. Of what? Well: coins, banknotes, stamps and car licence plates. [To find out more you will need to go to his main website: <http://cartogra-phy.geog.uu.nl/vanderkrogt/].

'That — I can assure you — is a highly abbreviated summary of the achievements to date of someone [not yet 50 years old] who has done so much to spread knowledge of, and foster interest in, early maps, using print or the web where most appropriate. This year's winner: Dr Peter van der Krogt of the University of Utrecht, The Netherlands.'

The Award was presented to Peter by IMCoS President Roger Baskes.

Then we reverted to an old tradition at IMCoS dinners: Yasha Beresiner told a string of jokes in his inimitable manner (some rather more risky than might have been expected at such a learned gathering!), and we all went home chuckling.

On Saturday the Fair was open once more, and much browsing and purchasing went on.

It was Yasha again who kept some of us entertained on Sunday. In addition to being IMCoS member no 1, he has recently become a qualified guide for the City of London, that square mile that now has very few residents, and yet by day is one of the most highly populated places on earth. Some thirty of us assembled in Guildhall Yard on a morning that threatened rain but somehow we all remained dry. We walked up Old Jewry, an area set aside for Jews in the 12th century, and then to the road junction flanked by the Mansion House (the official residence of the Lord Mayor of London), and the Bank of England. Then through various streets we arrived at the Barbican (and noted the church where John Speed is buried), and saw traces of the original wall built by the Romans around their 'Londinium'. On the way we passed several halls belonging to London's many Livery Companies, also Paternoster Square and St Paul's Churchyard, home to many map-sellers in times gone by. Then it was time to halt in front of St Paul's Cathedral, on the nearest spot to it that Queen Victoria ever deigned to go, and enjoy a quick lunch in an adjacent Italian restaurant. Restored in energy we moved on to legal London, the Middle and Inner Temples, names go-



Keen walkers assemble in the Guildhall Courtyard.

ing back to the times of the Knights Templar. Temple Church also has an interesting history, though too much restored in the 19th century. That was our final stop on a most enlightening tour. For those who did not know London well, it was a brilliant introduction to a small part of its history; even for Londoners there were so many interesting facts about its past and present, all so delightfully put across, that it surely inspired us to learn more.

* * * * *

Letter to the Editor

Congratulations on Kit Batten's excellent and useful article 'Donn-Jefferys-Wyld-Bacon' in the Summer *IMCoS Journal*. It was useful to the writer for two reasons — first, because it enabled him to identify his hitherto puzzling Bacon 'Eveready county map and guide' as the Faden map; and second (and much more important), it drew attention to an inexcusable howler in his own article in the same issue, on page 17. Although they were still far better than the antique ex-Cary fifth-inch maps that Bacon used before and after, the maps that John George Bartholomew sold to Bacon from 1904 were not, of course, layered. The half-inch maps were the same as their layered brethren, but without the layer colouring; while the quarter-inch maps were standard Barts offerings, which did not have layering.

A few minor notes and queries, from page 48. Is there special significance for 1932 as the date when Bacon stopped 'flourishing'? They were publishing mainly rotten maps well before 1932, and continued to publish rotten maps until the end of the decade at least. Did they stop making money at that date? Or was there some other landmark? I think that the date 1859 for Bacon's acquisition of the *Weekly Dispatch* plates must be a misprint for 1869. And finally, as far as I know Bacon did not acquire any ex-Cary, ex-Cruchley plates from Gall & Inglis. Bacon acquired some Cary plates in 1877, at the same sale as Gall & Inglis bought others, and they subsequently utilised them in parallel.

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IMCoS AGM 2005

The 2005 Annual General Meeting was held at the Farmers' Club on Friday 10 June. Fourteen members attended. President Roger Baskes welcomed those present, and said how happy he was to be there for the 25th anniversary of the Society. Stephen Williams reported apologies from several members who regretted their inability to attend. Jenny Harvey then presented her report as Chairman for 2004.

'The Society's events in 2004 followed a similar pattern to previous years and several innovations occupied the minds of your committee, the results of which I hope have met with your approval.

'To start the IMCoS year the Shapero Gallery hosted our Collector's meeting once again.

Then in the spring, rather that visiting an institutional map collection we were the guests of Rodney and Barbara Shirley in Buckingham. We spent the morning viewing Rodney's magnificent collection and then after lunch on a glorious day we adjourned to Stowe, where Rodney donned his cap as an official guide to the gardens which are under the management of the National Trust.

'The June weekend was the first where IMCoS no longer had the responsibility of running the Map fair. I had the opportunity to work with the London Map Fair in the preceding six months to ensure a smooth transition of organisation and we duly took our stand amongst the normal gathering of dealers from around the world. On Saturday afternoon we had lectures by Peter Whitfield and Kit Batten before the AGM, held for the first time at the June weekend to encourage greater participation and openness.

'In October our International Symposium took place in Modena, Verona and Florence. This was the first Symposium planned from London with no local organiser, although we did appoint a local travel agent. This heightened your committee's awareness of the time, effort and dedication of those who have hosted these events in the past and will do so in future.

'I spoke in my last AGM report of two changes which were in train — the new Journal format and the new look web site. Both bedded down in 2004 and I hope that you are all now comfortable with the new formats. On-line joining went live in August followed by on-line membership renewal. This payment method is still under scrutiny since it has not yet produced an increase in members, and there are some problems with the system which are to be ironed out. Too many people (and one is too many) cannot complete the transaction which they start. A WorldPay integration specialist is now helping us identify and correct the problems. Like many IT introductions this may not have been successful in the first instance, but on-line transactions are with us to stay and we will sort the problems and move forward.

'My companion in moving into the high tech world has been my Membership Secretary, Patrick Whitten who took over a function which was in need of greater stability and order. This he provided and he created a responsive interaction with members through an efficient service to them and the production of a monthly electronic newsletter. There are many reasons why Patrick has chosen not to continue as Membership Secretary, not least his commitments to the equine world, and I would like to thank him and Jill for their efforts over the last three years. Their approach was always one of professional competence and putting their 'customers' first.

'Richard Domb is also standing down as a member of the committee and I should like to thank him for his contribution and words of wisdom over the last few years.

'As outgoing Chairman, I would like to share my thoughts on IMCoS over my period of office. I took over at a time when there still existed a culture of volunteers in societies and IMCoS was run by enthusiastic amateurs. Over the last seven years as people lead ever busier and more prosperous lives, organisations have had to become more professional as people expect more and are prepared to pay for it. IMCoS has adopted help not only through the introduction of some paid assistance but also through using the professional expertise of its committee and members to advantage.

'My time as Chairman has spanned a period where technological innovations have highlighted the gap between generations. There have been many debates in committee about communicating with and appealing to those who live in a more paperless world whilst not alienating those who chose to resist the pull of the internet and email. It is a balancing act and some think that I have been running too fast with the tide of the 21st century. However, it is important to be continually doing new things — this does not mean abandoning what is still meaningful and important tradition, but it may mean letting go of what is no longer relevant. Also, it is important to listen to what members want and what is going on in the marketplace. Becoming disconnected with one's members — whether too far behind or too far ahead — is something which does not bode well, as one or two European politicians are finding out at the moment!

'I believe that it is important to limit one's time in office. New blood is always essential and it is time for

someone else to run the show. My philosophy is to do what you can and then get out of the way of your successor. So I hope that you feel that IMCoS is different in the right ways from what it was when I took over in 1997, but its core values of a people-orientated society of map lovers remain. I look forward to supporting my successor and I am sure that he too will move IMCoS forward to continued success.'

Then the Treasurer presented the Accounts for the year. While reporting a healthy situation, he reminded us that the assets included membership dues held for future years. He noted that despite the increased size, the production cost of the journal had actually decreased. Bookkeeping and office expenses were also much reduced, thanks to the use of QuickBooks software, and efficient work by Sue Booty. He thanked Walter Valk and Peter Batchelor for scrutinising the accounts on behalf of the membership. The Accounts were then duly accepted by the meeting, after a couple of queries duly answered by the Treasurer.

Most of the current committee members were willing to serve on the committee for a further two years: Roger Baskes as President; Tim Whitten as Treasurer; Susan Gole as Journal Editor; Yasha Beresiner as Dealer Liaison; Caroline Batchelor as Dealer Liaison; Jenny Harvey as Web Master; and Roger Brown as Fair Liaison. As there were no other nominations they were declared elected without a vote. Two new members of the committee, Stephen Williams as General Secretary and Irina Kendix as Membership Secretary were elected by those present. As the Chairman had expressed a wish to step down, the committee had already recommended that Hans Kok be elected in her place, and this was endorsed by those present.

Revised registration rates, which came into force at the beginning of 2005, were duly approved.

Questions from the floor related to the need to update the IMCoS constitution (which the incoming Chairman has already noted he will attend to), and the decision by the committee to proceed with the programme of international symposia as announced in the Journal, i.e. the 2006 symposium in Guatamala will actually be held in early 2007 for climatic reasons, and the 2007 symposium will be held in Russia.

Susan Gole thanked Jenny Harvey for her many years as Chairman. Jenny came onto the committee in 1994 as Membership Secretary, and brought her excellent organising skills to this post. As soon as she took over, she brought in a dozen new members while we were at the Antwerp symposium that autumn. In 1996 she took over as Deputy Chairman, and later that year became Chairman.

Jenny initiated many new events for IMCoS, such as the weekend breaks in Berlin in 1999 and at Santiago da Compostela in 2000. In 2002 she successfully moved the IMCoS Map Fair to Olympia, raising the profile of the Society, and bringing in many new dealers. In 2003 she set up the IMCoS web site, and has maintained it ever since. The site brings in many new members who come to learn about IMCoS by browsing or inserting the words 'antique maps', and IMCoS is grateful to Jenny for first learning how to install a web site, and then how to keep it up-to-date.

Jenny has been a very good ambassador for IMCoS, not only at our international meetings, but at map fairs in several countries, and generally in her wide travels throughout the world. Her keenness and enthusiasm come across well when she has addressed participants at meetings, both in Britain and abroad. She also writes good reports, and has filled in on several committee roles when IMCoS has needed it.

All those present joined in expressing their thanks to Jenny, and Caroline Batchelor, one of the longest serving committee members presented her with a bouquet of flowers.



Caroline Batchelor presents Jenny Harvey with a bouquet of flowers, on behalf of the IMCoS committee and all members of IMCoS in gratitude for her service as Chairman to the Society.

IMCoS Accounts—2004

Summarised Balance Sheet

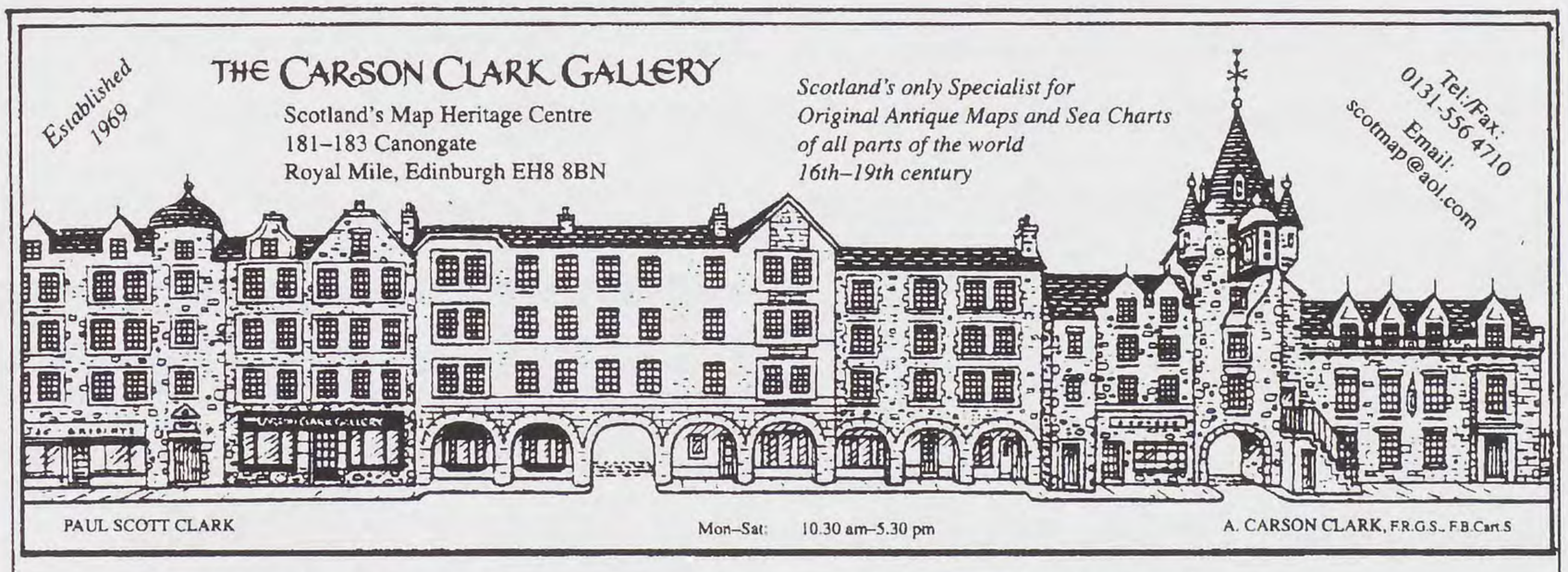
As at 31st December	2004 £	2003 £
Fixed Assets		
IMCoS Library	1,500.00	1,500.00
Current Assets		
Cash at Bank	66,290.79	58,293.03
Prepayments	-	1,035.84
Accounts receivable	1,260.00	1,200.00
Contracted	8,000.00	-
TOTAL ASSETS	77,050.79	62,028.87
Represented by:		
Membership Funds	22,085.43	23,515.85
Contract with London Fair	8,000.00	-
Prepayments received (Future events)	7,300.00	4,760.00
Accruals	1,912.50	-
Accounts payable	-	1,586.86
Surplus income over expenditure		
brought forward	32.167.16	31,749.39
for this year	5,585.70	417.77
	77,050.79	62,028.87

Honorary Treasurer: E. H. T. Whitten
Examined by: Walter Valk & Peter Batchelor

Full accounts are available for inspection with the Treasurer

Income & Expenditure Account

	2004 £	2003 £
INCOME		
Subscriptions	18,689.68	15,778.87
Regional Events (net)	289.55	480.08
London Int. Map Fair (net)	2,550.00	5,963.98
Donations, etc	17.65	170.00
Interest (net)	1,089.66	745.10
Total Income	22,636.54	23,138.03
EXPENDITURE		
International Events	190.49	-
London June Symp. (net)	201.35	365.73
Advertising, Publicity	761.00	1,191.40
Map & Society Lectures	300.00	300.00
IMCoS Journal (net)	6,021.95	7,924.56
Bank & Credit Card Charges	889.19	860.79
General insurance	-	126.00
General Administration	6919.34	8,960.32
Gifts & Awards	410.13	568.63
Membership Administration	616.37	1,535.51
Exchange Rate	741.02	887.32
Total Expenditure	17,050.84	22,720.26
Surplus Income over Expenditure	5,585.70	417.77



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The Fair is held each year on the third weekend of September.

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Additional details are available on our web site.

Admission is $5.00 at the Door

rmmaps.org

International News & Events

2005 24th International Symposium
USA: Denver, Colorado
17 Sept: 5th Annual Rocky Mountain Map Fair
18 Sept: Map Fair or one-day optional tour
18 Sept: Symposium opening in evening
19–21 Sept: Symposium
22–25 Sept: Optional tours

Conference Organiser: Wesley Brown
Contact: wesleyabrown@hotmail.com

2006/7 25th International Symposium
5–7 February 2007, Guatemala
with probable optional tours 8–11 Feb
2007 26th International Symposium
Russia: Moscow, with optional tour to
St Petersburg. Likely date: late September
2008 27th International Symposium
New Zealand
2009 28th International Symposium
Norway: Oslo and Tromso

Denver September 2005

There is still time to book a place at the 24th International Symposium in Denver in September. It promises to be a great event, with matters cartographic of great interest, even to those who only look at pre-17th century maps! The need for maps has been with mankind since we started moving across the landscape, and wanted to tell others where we had been, or how they should go there, or who owns that particular area. So by looking at the relatively late maps of the American West we can better understand, for example, how Australia came to be mapped, how Mercator came to draw his map of Europe in 1554, even how mapping in 19th century England differed from what was going on in America at the time. Study of maps far removed from one's own area of specialised interest or knowledge always brings greater understanding about maps as a whole.

Members who have booked for the four-day 'Heart of the Rockies' tour following the Symposium have a treat in store. Dick DePagter has the finest collection of maps of southwestern Colorado, and he has agreed to prepare a special exhibition of his treasures, of the very area that members will be visiting. This will take place during the tour, and full details will be given to participants.

The two one-day tours planned to take place after the end of the symposium have been cancelled. These were to visit Bents Fort and Colorado Springs. The one-day trip to the Rocky Mountain National Park on Sunday 18th September will go ahead as announced.

You can find more about the Rocky Mountain Map Society, organisers of the IMCoS 24th International Symposium, on:
http://www.RMaps.org

IMCoS Visit to Dublin in 2006

Please make a note in your 2006 diary of the dates March 24 to March 26. I am currently planning a two-day visit to Dublin when IMCoS members will have exclusive visits to an exhibition of maps being held in the Old Library of Trinity College Library (there will also be an opportunity to see other treasures including the Book of Kells) with (hopefully) a reception in the evening. I am also hoping we can visit the National Library of Ireland to see their manuscript maps. As you can see, this weekend is still at the planning stage but look out for full details and a registration form in the Winter copy of the IMCoS Journal.

VALERIE NEWBY

25th and 26th International Symposia

There has been some discussion about the advisability of not holding an international symposium in 2006, and two in 2007. This came about because the organisers of the 2006 symposium in Guatemala reported that the climate in that country is much more suited to a meeting in February, than in September/October. So that members should not lose the opportunity to meet each year, it was decided to give the date 2006/7 to the 25th meeting, and retain 2007 for the meeting in Russia. Plans for both these meeetings are now well advanced, and it is hoped that our regular participants will be able to attend both meetings, and that each one separately will attract a number of members interested in the particular area. Guatemala especially will be exciting for those who have not been to Central America, and it is timed to follow immediately after the Miami Map Fair. One of the best ways to fly to Guatemala City is via Miami.

A Favourite Map

I am primarily an enthusiast, as anyone who knows me will probably confirm, rather than a serious and knowledgeable collector. It is not surprising, therefore, that I have one or two favoured maps, and perhaps one in particular. This is a map of part of the coast of Guinea in West Africa, drawn in 1699.

Having lived in Nigeria and Ghana for several decades I am naturally interested in that part of the world and when I started collecting, in a modest kind of way, it was not long before I started to specialise in some maps of West Africa.

On a visit to New York a few years ago we drifted into the various map dealers who advertised in the Joumal. In fact, we do this every time we visit the Big Apple! It was with great excitement that I came across the map mentioned above. A friendly deal was soon struck and I became its proud possessor. This map is so fascinating to me because it features a town, Bonny, where I long wanted to visit, but never did. One Sunday, many years ago, I travelled by 'motor-canoe' to Opobo, another historic coastal 'Rivers' town, and that trip has remained most memorable, but Bonny eluded me. Bonny itself is on an island, and at present is from where Shell conducts its exploration activities in Nigeria.

My map is entitled (in a cartouche at the top), 'A NEW CORRECT MAPP OF CAL BAR RIVER', vulgarly call'd CALABAR. And by the Portuguese RIO REAL. And also of ye Coast of GUINEA about it, from CAPE FORMOSA to DONY RIVER. Drawn very exactly on the spot by several Pilots Jointly.' At the bottom are the words, 'PART OF THE ETHEIOPIC GULPH By the English commonly call'd the Bite of Guinea'.

Additionally, at the top left hand comer is noted, 'Vol. V. Plate 27.', and in the bottom right hand comer, 'I. Kip Scul'.

Well, now then, I wanted to find out more! I asked around, but no one could tell me more than was already evident on the map itself. When IMCoS visited Holkham Hall in Norfolk, the home of the Earl of Leicester, I actually saw another copy in the collection there, but there was little indication of its provenance, and anyway, it was only black and white, while mine is coloured! Being really fond of the map I thought I'd take it along to the Collectors' Evening at the Shapero Gallery in London last year and inflict it on the other members. I was even photographed holding it up and featured in the Joumal. What I had not realised was that one of the Directors of the Gallery was quietly at his computer in the comer of the room trying to track down where this map came from. How delighted I was when he finally informed me it was from a book by a Huguenot, Jean Barbot, entitled 'Travels', originally published in 1732 and republished in 1746, and also contained in Thomas Astley and John Churchill's (eds) *Collection of Voyages and Travels*, London, 1732.

To me, this was truly amazing as I had no idea the evening would produce just the information I had been seeking for so long.

The excitement was not to end there. On leaving the Gallery I noticed a framed original print by David Hockney. It was priced at £3,800. 'Oh, I've got five of those,' I announced to my astonished husband. 'I bought them years ago for 50p. each'. Any offers?

ROSEMARY VRACAS

Matteo Ricci and his Chinese Jesuit cartography

In the 16th century, thanks to the Jesuits, China came into close contact with European. science. Teaching European science and technology to the Chinese was not the primary goal. Indeed, even considering this goal was a controversial issue. Nevertheles, the Jesuits made the Chinese familiar with western methods of map making, One of the first of these Jesuits was Matteo Ricci (born in Macerata, Italy, on 6 October 1552, died in Peking on 11 May 1610), who landed in Macao in 1582. Ricci believed that the best way of converting the Chinese to the Christian faith was to do so indirectly and as inconspicuously as possible. He reasoned that once Chinese intellectuals were 'convinced of the benefits of European science and technology', they would be more inclined to become Christians. For the Jesuits, cartography was part of what Jaques Gernet, in his book *China and the Christian Impacts: A Conflict of Culture* (Cambridge, 1965), calls the 'enterprise of seduction'. The year 1584 marked the beginning of Jesuit cartography in China, which lasted until Christian missionary activities were banned at the end of the 18th century. From the first days of the mission in the last quarter of the 16th century, the scientifically educated Jesuit missionaries were inter-

ested in geographical exploration of the countries where they worked. They studied Chinese cartography, made their own maps of the region, and interpreted European cartographic knowledge for the Chinese world. In one of the mission rooms in Inzhao-qing hung an oval world map of European origin, probably a print of the Ortelius map of 1564. It attracted the attention of a Chinese visitor. Ricci explained it to him, and succeeded in arousing the visitor's interest. The head of the mission suggested that they should print a version of the map in Chinese, using Chinese script. Ricci did indeed make such a map. This was probably the anonymous map of 1584, the only known copy of which is preserved in the Biblioteca Ambrosiana in Milan. As Ricci himself relates, a second woodcut edition was produced in Nanking in 1599. The Chinese were extremely interested in this map, and senior government officials asked Ricci to prepare yet another edition on a larger scale. For the first edition Ricci had only been able to use the maps by Gastaldi or Ortelius. In the meantime he had at his disposal the larger maps by Plancius or Rosaccio, so now he was able to create a completely new version divided into six long strips.

The preserved version dating from 1602 is one of the most important maps. Ricci translated all terms and place names into Chinese and shifted China to the centre of the map, thereby catering for Chinese pride in being the Middle Kingdom. Ricci himself wrote that many thousands of copies were made of his maps.

The Emperor himself had seen a copy at the home of one of his courtiers. He immediately ordered that more copies be made because 'he wanted to use them as gifts for friendly princes and high-ranking dignitaries'. A copy painted on silk is still preserved in the palace in Peking. The part of the map showing China was of course drawn on the basis of Chinese maps, so that the Chinese would not laugh at the fact that the Europeans only had a vague knowledge of China. According to Ricci's diary, the Chinese could not get used to the idea that the Earth was round and that a globe had no beginning and no end.

The fact that in the heart of Rome, on the Piazza Venezia, there is an exhibition devoted to the life of this member of the Jesuit order, may not make him much better known. But from an 'objective' point of view Ricci is of great topical interest for the tense relations between the Catholic church and Communist China, and beyond that for the questions of how one can be both Christian and Chinese at the same time, or in even more general terms, how one can be both 'Western' and 'Asiatic', which is perhaps still more important for a universal, global orientation of Christianity.

The pictures and memorabilia in the exhibition rooms conjure up a dramatic notion; global politics would have taken a different course if the powers-that-be — the Catholic papacy and the colonial powers — had followed the lead of the Jesuit priests. In his day, Matteo Ricci as mathematician and astronomer impressed the Chinese emperor in Peking (from 1601 onwards) with superior 'western' technology: he was simply better and more modest than the Mandarins and could predict reality more accurately. But as a Christian and 'missionary' he respected Chinese culture and Chinese religion and morals as a value in their own right. He sought to 'accommodate' the Chinese world view. This emperor regarded such mutual 'enculturation' as so sensible that he asked Pope Clement VIII (1592 to 1605) for the hand of a niece. In his letter to Rome, the emperor said: 'By granting our wish, Father and Friend, you will create an alliance and eternal friendship between your kingdoms and our mighty country. Our laws will be united as the climbing plant clings to the tree . . .' Unfortunately the marriage did not come about. A pity, considering that today we would no longer need to worry about cheap Chinese imports and dumping prices. And the leadership of the church in Rome would not have to lament the difficult situation of the church in Communist China with only 10 to 20 million Catholics and about the same nuumber of Christians of other confessions.

In the so-called 'rites dispute' — over the admissibility of Chinese elements in Christianity (a similar situation applied to India) — the arguments went back and forth for a century. It was not until 400 years later that Pope John Paul II corrected his predecessors' errors, declaring before an audience of exiled Chinese in Manila in 1981: 'The church seeks to respect the traditions and cultural values of each and every people. The Christian message is not the sole possession of any group or race: it is meant for all and belongs to all. Thus there is no contradiction in being at once truly Christian and truly Chinese.' This was more than a mere rehabilitation of Matteo Ricci. It elevated his 'accommodation', the incorporation of Christian elements in a non-European culture and 'ideology', to the level of a guideline. The strictly organised Communist party in China has long since recognized, and the hierarchical papacy long since understood, that one cannot regulate and differentiate everything bureaucratically. With the exhibition in Rome's 'Vittoriano', the story of relations between two billion-strong communities continues in the spirit of Matteo Ricci .

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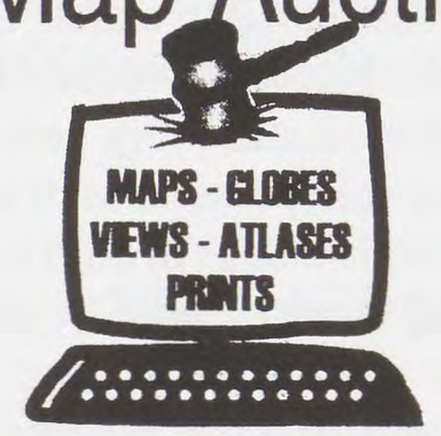
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Book Reviews

The *Strabo Illustratus* Atlas 1545–1571, described by Peter Meurer; edited by Paul Haas, Stephan Haas, Didier Le Bail and Friedrich Weissert; 330 mm x 240 mm; pp.206, 191 black-and-white illustrations. Antiquariat Gebr.Haas OHG, Sonnenblick 8a, D-47551, Bedburg-Hau, Germany, 2004. ISBN 3-00-013625-8. Price 145 euros.

There is still a great deal that we do not know about Italian composite atlases, their contents and their contributors. About 70 such composite atlases have survived from the mid-late sixteenth century; nearly all primarily with Italian maps. In about 1570 the Roman publisher Antonio Lafreri attached an engraved titlepage to his compilations and hence they are often known as 'Lafreri' atlases although Lafreri was by no means the only publisher to offer such collections of maps and views for sale. In fact the majority were assembled by Venetian publishers such as Forlani, Bertelli or Camocio rather then in Rome.

This is the case with the *Strabo Illustratus* atlas described by Peter Meurer which was purchased by the present owners at the Trajan auction sale in Paris in November 1999. From the most common imprint on the 191 items (on 164 sheets) that the atlas contains, it was assembled and published by Fernando (or Ferrando) Bertelli from Venice in the early 1570s. After Peter Meurer's introduction the main body of the *Strabo Illustratus* atlas — pages 15–206 — consists of a description of each constituent map, view or other form of print together with a reasonable sized illustration of each, and references. Very rarely has an individual 'Lafreri' atlas been commented on in such detail and students of early Italian cartography owe a debt of thanks to the author and editors for their public-spiritedness in preserving this atlas intact and displaying its contents so thoroughly.

The atlas owes its special interest to the variety of its contents, including some new and statedly unrecorded items. The contents may be classified as follows:

1. Maps by various Italian map-makers, usually found in other atlases.....110
2. Town plans or views, mostly by Italian map-makers...56
3. Maps assumed to be by Gastaldi, based on Ptolemy...4
4. Maps assumed to be by Gastaldi, based on Strabo.....11
5. Miscellaneous prints*.....10

*index sheets, battle formations, genealogies, quadrants etc.

The two (incomplete) series attributed to Gastaldi are considered to consist of otherwise unrecorded proofs for a new but unpublished Italian translation of Ptolemy's *Geografia* and of Strabo's 17 books of geography. The four maps intended for the Ptolemaic series are of both modern and Ptolemaic examples of the British Isles and of the Iberian peninsula. Among the maps and town plans or views above there are several items apparently unrecorded: two anonymous maps of the Peloponnese, an unsigned map of the gulf of Venice, and maps or bird's-eye views of Rhodes, Antwerp and Venice. In addition several items are by less well-known map-makers such as Oratio Bertelli (named in one instance as Oration Bertelli), Andrzej Pograbka, Stanislaw Porebski, A Pa [Ascanio Palombi?], Agostino Gallo, Felice Brunelo, Giuseppe Cerro, Leon Pitor, and others.

For English readers it is a great advantage that the text of the Strabo atlas is in that language, although sometimes with American spellings. Acknowledgement is given to Philip Burden for his revision of the English text; however, a number of infelicities have slipped through the net. The author of several maps appeared to be 'N.N.' which initially I took to be an abbreviation for Nicolo Nelli: not so, it seems to be a German contraction for 'Anonymous'. A more serious shortback is the absence of an index as none has been provided.

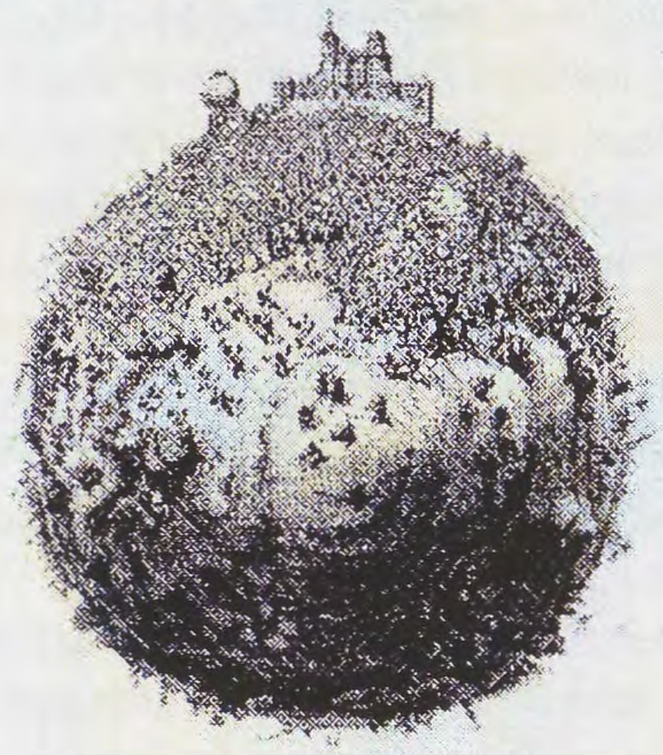
Also, the editors seem to be unaware of seven recent articles in issues of the *Journal of the International Map Collectors' Society* (1992–2002) on Italian *atlas factices*. One such article 'Updated News about 16th century Italian Atlases' in *IMCoS Journal* no.80 (Spring 2000) was written through the courtesy and with the full knowledge of the Haas brothers. It carried, *inter alia*, a short description of the *Strabo Illustratus* atlas and provided photographic illustrations of the two 'Gastaldi' British Isles maps: one Ptolemaic and one 'modern'. References to these two, at least, cannot thus be said to be 'unrecorded'.

It is also of interest (not commented on by Meurer) that at a Sotheby's London sale in December 2000 ('An Important Collection of [128] Maps from the Lafreri School, property of a Lady') twelve maps very similar in format and size to the Gastaldi maps in the *Strabo Illustratus* atlas were offered for sale. They were thought possibly to be in preparation for a small format *Isolario*. One of them was a 'modern' map of the British Isles as mentioned above.

At the end of the introduction there is mention of the 'temporary owners' of the work, these being the Haas brothers purchasers (Paul and Stefan), Didier Le Bail and Friedrich Weissert. There is also a cautionary remark that

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[its] 'future fate and whereabouts are unknown'. Unlike some other newly-found 'Lafreri' atlases we very much hope that the fate of this unicum is not to be broken up and dispersed in the same way.

Whatever the fate of the *Strabo Illustratus* atlas, this volume is a splendid record of its contents, and a most valuable addition to any institutional or collector's library of reference works.

RODNEY SHIRLEY

Publications from the Charles Close Society

Peter Haigh, Publications Manager of The Charles Close Society for the study of Ordnance Survey Maps, has sent me five books, all published between 2002 and 2005. His purpose is to make the existence and subject matter of these books known to a map-friendly readership like ours, and to inform us all how we may obtain them. All five are published by the Charles Close Society of course, c/o The Map Library, British Library, 96 Euston Road, London, NW1 2DB.

The first of these chronologically, *The Birth of the Modern Ordnance Survey Small-scale Map,* dates from 2002, ISBN 1-870598-19-9, and was printed and bound by Bookcraft, Bath, colour printed by Oxford Cartographers, Oasis Park, Eynsham, Oxford 0X8 ITP, written by Tim Nicholson, price £10. The story is the emergence of the revised new series colour printed one-inch maps of England and Wales 1897-1914, loved, used, abused, dog-eared by us all, from its 19th century predecessor, a flat sheet of thick, stiff paper, commonly 18 by 12 inches, engraved on copper and printed in black. The story is in three parts. The first is the long and fascinating account of how it all happened, the second is a detailed chapter entitled 'Aspects of the Map', which comprises context, methodology, updating, print runs and a whole heap more, which might sound boring, but which, in fact, makes the Ordnance Survey come alive. This book contrives to combine the romance of the early Ordnance Survey with the continuing clashes between the military and civil priorities, the perennially 'state of the art' technology within this ingenious and adventurous branch of the British Army, and a balanced history of the change from the 19th to the 20th century in accurate cartography. Not the least interesting part of this story is how features like woods, trees, hills, roads and railways were depicted. The book has 94 pages of text, 11 pages of illustrations, black and white and coloured, and is soft backed.

The next book is *A guide to the Ordnance Survey 1:25,000 First Series*, 2003, printed and bound by Bookcraft (CPI Group), Midsomer Norton, colour printed by Oxford Cartographers, Oasis Park, Eynsham, Oxford 0X8 ITP, ISBN 1-870598-20-2, written by Roger Hellyer, with an introductory essay by Richard Oliver. The book is priced at £25. With this book we have arrived at the 4 centimetres to 1 kilometre, early metric ordnance survey map produced in the middle of the Second World War, in 1941-2. It reminds us of the 'trigonometrically survey' conducted by Mudge, who advanced in rank from Captain to Lt. Colonel in the course of publishing three volumes of research covering the period between 1784 and 1811. Happily, Mudge made it to Major General by 1820. Hellyer's book is much more technical than Nicholson's work. It is massively researched, and it contains 8 coloured plates of great quality. It is dated in the middle 1900s, after the Second World War, and takes cartography well into the 1960s, without being entirely committed to computerisation, though this was not far away. It extends to 334 pages. The coloured plates include Poole, Norwich and Torpoint, which suits me.

The third book is *A Guide to the Ordnance Survey one-inch Third Edition Maps in Colour* by Roger Hellyer and Richard Oliver, published in 2004, printed and bound by CPI Bath, ISBN 1-870598-21-0, priced at £12.50. It is in three parts; the development of the mapping , some matters of details, and the field revision of instructions of 1901, with an ample cartobibliography, and an abundance of appendices. This book is increasingly geared for the technologically gifted among us, and is potentially the greatest bargain of the five volumes on display. The book runs to 160 pages, is immensely readable, and takes us to the brink of the computer age.

The fourth book is *Military Maps, the one-inch Series of Great Britain and Ireland*, by Roger Hellyer and Richard Oliver, issued in 2004, priced at £30, ISBN 1-870598-22-9, printed and bound by CPI Bath Press. With this book 1 was back in the air raid shelter Dad dug in the garden in 1939. Pages 1 to 53 are taken up by a fine historical essay by Richard Oliver titled 'Divergence and convergence: the development of the military form of the Ordnance Survey one-inch map'. As he puts it himself in his first footnote on page 1, 'There is unfortunately no satisfactory modern narrative history of the OS one-inch map'. This essay will do for most of us. The interplay of military and civil imperatives is well brought out with numerous examples of the cut and thrust between ener-

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getic, opinionated senior army officers and politicians particularly. The advances in technology are well documented, and the transition from black and white to coloured maps a century ago is highlighted with 30 pages of illustrations of maps, roughly half and half black and white and coloured. The essay becomes ever more technical and inaccessible to the simple minded, but with perseverance we can all follow the processes whereby we have achieved the computerising of traditionally homely Rights of Way Departments in County Halls up and down the kingdom. Officers still tramp our green lanes, but the records are now retrieved from electronic slaves. The rest of this handsome hard covered book, which extends to 294 pages, comprises highly technical gridding details, relating to the Cassini Grid series (180 pages of it). Then there is a long, highly accessible series of appendices, running to another 30 pages, to end with.

The last beauty is *Ordnance Survey Maps, a concise guide for historians* by Richard Oliver, issued this year, unpriced, ISBN 1-870598-24-5, printed and bound by CPI Bath Press. This book complements the *Military Maps* volume. I had not realised the O.S. had transferred from Army control to civil ministerial control in 1870, while retaining a senior army officer as Director-General until 1970, a full century later. Chapter 3, pages 30 to 57, describe the scales and characteristics of Ordnance Survey maps, and chapter 4, pages 58 to 67, defines all (alright, nearly all) the problem areas in the maps, or our perceptions of the maps, in language we can all understand. We progress to chapter 10 logically and easily, taking in all (we as) amateurs need to know about whichever ordnance survey maps of whichever antiquity. Everything most of us would want to know is retailed in the 256 pages of text and illustrations, all black and white, set out before us.

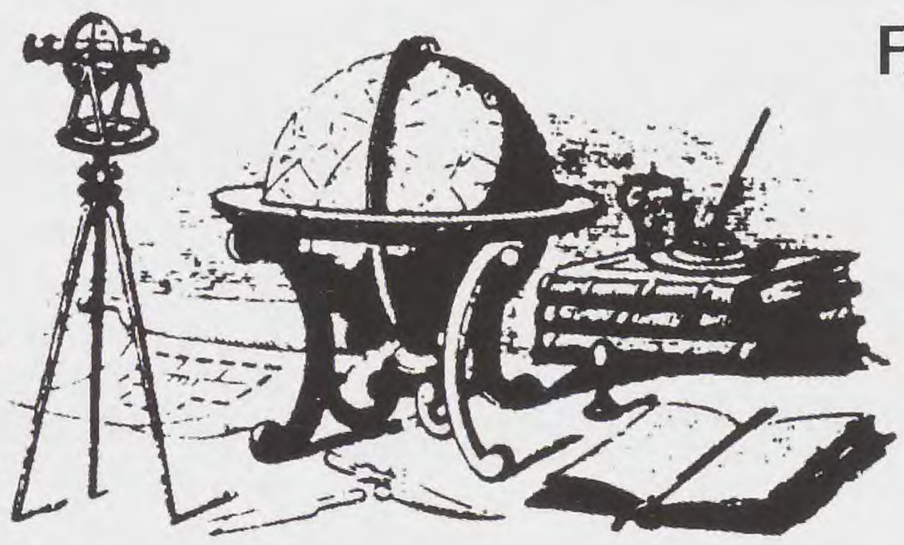
I am glad the Charles Close Society has made itself known fully to those of us who were formerly ignorant of its important work. Ordnance survey maps form a significant part of my collection. For me they chronicle turnpike roads, postal routes, lost villages and so much more. *IMCoS Journal* readers will all have different perspectives, but few can ignore the Ordnance Survey.

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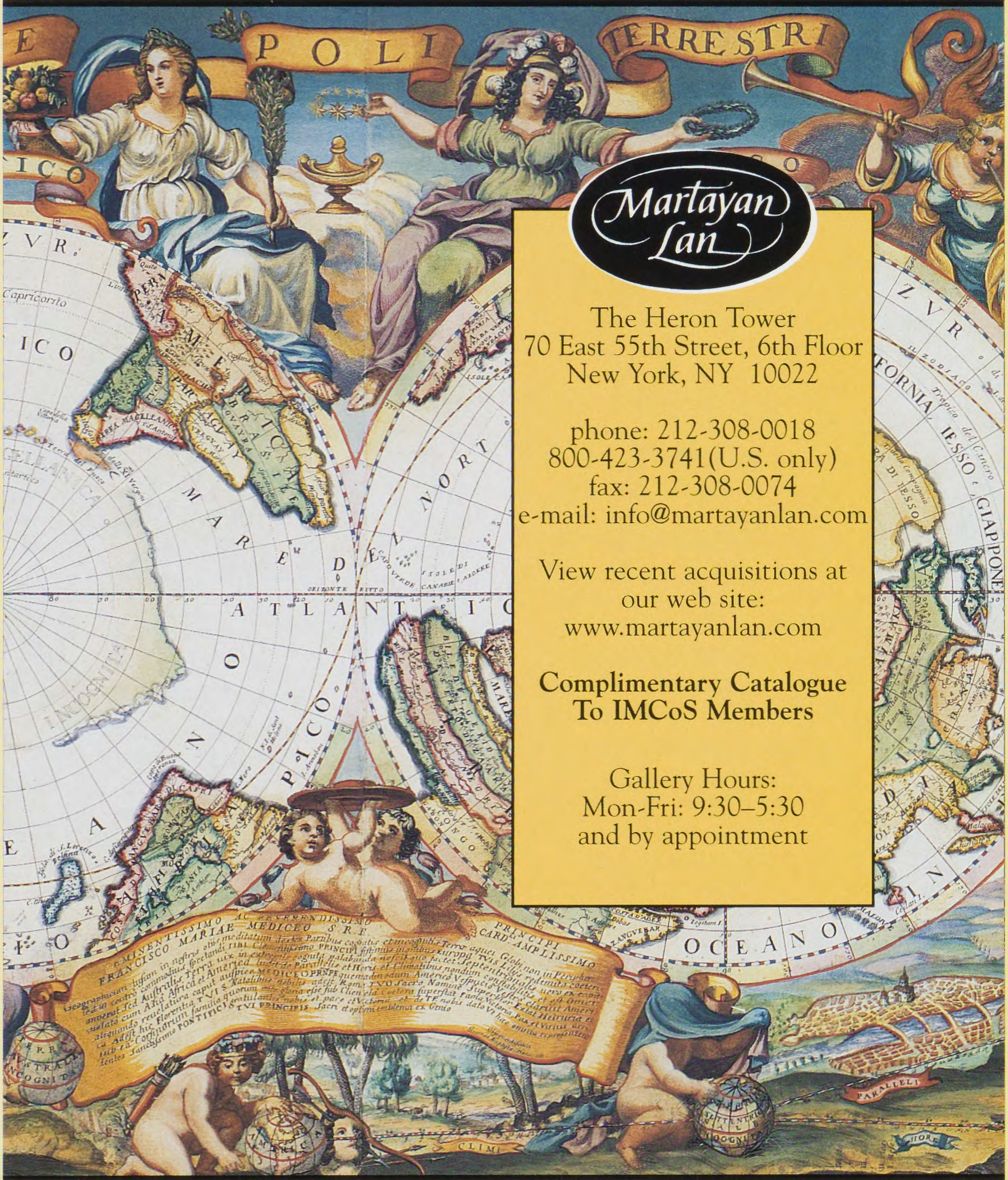


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